

Baltimore/Washington International Thurgood Marshall Airport

Snow and Ice Control Plan

October 10, 2023



BWI MARSHALL AIRPORT SNOW AND ICE CONTROL PLAN

I. DIRECTIVE STATEMENT

The BWI Marshall Airport Snow and Ice Control Plan establishes detailed procedures, which will be followed by Federal and State agencies and Airport tenants at BWI Marshall Airport whenever winter storms affect or threaten to affect the Airport's operations. It includes the assessment of field conditions; the dissemination of reported airfield conditions via the US Digital NOTAM System, NOTAM Manager, and PASSUR Communicator; the recall of personnel; and the establishment of snow removal priorities.

II. PROCEDURES

A. Pre-Season

During the monthly Tenant Managers Meeting held in October, a snow presentation is given by Airport Operations to discuss the upcoming season, the past seasons, and any questions tenants may have. The members of the SICC should be in attendance. Past surface incidents, if any, should be reviewed as well as preventive measures put in place to prevent surface incidents.

B. Personnel Training

1. All Maintenance and Airport Operations personnel responsible for snow removal receive annual recurrent snow removal training. Both departments conduct their own training and maintain their own records.
 - a. Airport Operations receives computer based recurrent training on snow and ice control procedures.
 - b. Maintenance receives initial training in the piece of equipment they are assigned to and recurrent training, in that piece of equipment, every three years. They also receive annual recurrent training, as a group, driving their piece of equipment on the airfield.

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C. Equipment Preparation

1. The Decelerometers (DEC) are calibrated, updated, and certified every two years in the spring. The Continuous Friction Measuring Equipment (CFME) vehicle is calibrated every year in the spring. Airport Operations is responsible for these calibrations.
2. The Director, Fleet Maintenance ensures snow equipment is started and operated, along with all power attachments, at least monthly throughout the year. During the snow season, November 1 through March 15, snow equipment shall be started and operated weekly.

D. Storage of Snow and Ice Control Equipment

Our Snow and Ice Control Equipment is stored and maintained outside.

E. Pre-Snow and Ice Event Operations

1. Airport Operations

When snow, sleet, or icing conditions are predicted to occur at BWI Marshall Airport by the National Weather Service through the issuance of a Winter Storm Watch or Winter Storm Warning, or the subscribed weather service or Runway Weather Information System (RWIS) at BWI Marshall Airport provides information as to the possibility of freezing surface moisture, Airport Operations will take the following action:

- a. Notify designated MAA personnel in accordance with the Airport Emergency Plan and Weather Event Notification List.
- b. Transmit to Airport tenants via PASSUR Communicator and email that a winter weather event has been forecast for the BWI Marshall Airport area. This notification will include a summary of the National Weather Service reports and the reports from the subscribed weather service to include type of precipitation and expected duration of the event.

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- c. Schedule and conduct a telephone conference call with Senior Management Team members from Airport Operations, Grounds Maintenance, Facilities Maintenance, and Environmental to discuss forecast weather conditions and determine the appropriate level of preparation and response necessary to meet the forecast conditions. This conference will also be used to determine when and if an Emergency Essential Employee Recall (EEER) is declared to ensure the Airport is adequately staffed for continuous snow removal operations.
- d. Continue to keep designated MAA personnel and BWI Marshall Airport tenants apprised of significant weather changes.

2. **MAA Grounds Maintenance and Facilities Maintenance**

- a. The Directors of Grounds Maintenance and Facilities Maintenance, or their designee, shall activate the Grounds Maintenance and Facilities Maintenance Snow and Ice Removal Personnel Call-up Procedures, as deemed necessary based on forecast weather conditions, and in accordance with any declaration of an “EEER” event.
- b. The Directors of Grounds Maintenance, Facilities Maintenance, and Fleet Maintenance shall also ensure readiness of all available snow removal crews and equipment and place on standby at BWI Marshall Airport those necessary to carry out initial sand, salt or chemical applications.

F. **Snow and Ice Removal Operations (Snow & Ice Event)**

1. **Airport Operations Responsibilities**

- a. When freezing precipitation is observed and the Airport Operations RWIS system indicates the possibility of an accumulation on paved surfaces, Airport Operations will declare a Snow and Ice Event and disseminate the

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declaration via PASSUR Communicator. (The cross-check use of RWIS data will normally preclude implementing snow and ice removal operations when freezing precipitation is occurring, but above freezing surface temperatures prevent any accumulation.) When contaminants begin accumulating on pavement surfaces, the Airport Operations Center will communicate with the Field Maintenance Snow Desk that snow removal operations are needed.

- b. Airport Operations will immediately:
 - 1) Notify designated MAA personnel in accordance with the Airport Emergency Plan and Airport Operations Weather Event Notification List.
 - 2) Transmit to Airport tenants via PASSUR Communicator and the Alert Telephone Network (green phone) that a Snow and Ice Event has begun at BWI Marshall Airport as of a particular time and date. The transmission shall state the type and amount of snow and ice on the ground and that snow removal operations are imminent. Airport Operations will issue the Airfield Condition Report via PASSUR Communicator and NOTAM Manager and will suspend all power-back operations.
- c. Upon completion of notifications, Airport Operations may, prior to the start of snow removal activities, convene and conduct a meeting with **the SICC consisting of** representatives from the FAA (Air Traffic Control), Airport Operations, Grounds Maintenance, and Facilities Maintenance. Air carrier representatives may also be included. The purpose of the meeting will be to formulate snow removal activity to meet existing and forecast conditions, and to establish when snow removal operations will commence. Air carriers, if present, are encouraged to provide flight and passenger activity for the benefit of snow removal planning. Grounds Maintenance and Facilities Maintenance will have already determined the techniques to

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be used (broom, plow, chemicals, sand, etc.) for the given conditions. Hence, only decisions as to time and priority of snow removal operations can be made during the meeting. Airport Operations, coordinating with the FAA, Grounds Maintenance, and Facilities Maintenance representatives, will determine which areas are to be cleared and the sequential priority of these areas. Attachment 1 will be used as a guideline in determining priorities. Follow-on meetings may be convened, as required, to meet changing conditions during the snow and ice removal operations.

NOTE: It may be appropriate to close the Airport to all air traffic for a pre-determined period of time in order to expedite snow removal operations.

- d. Based on the outcome of the meeting as to times and priorities for snow removal, Airport Operations will coordinate clearance of tenant equipment and aircraft from aircraft gate positions to provide access for snow removal.
- e. Airport Operations supporting staff:
 - 1) Will circulate on the Air Operations Area (AOA) in the Airport Operations vehicle(s) to conduct inspections, provide continuous monitoring of airfield conditions, provide timely reports of observed conditions, and to measure runway and taxiway braking action. Equipment used shall be an FAA approved DEC or CFME.
 - 2) Will inspect and check the braking action on all closed paved surfaces prior to reopening them and transmit this data to Airport Operations.
- f. When snow and ice conditions require the MAA to temporarily close BWI Marshall Airport to all aircraft operations, the Director of Airport Operations, or designee, may convene and conduct a meeting of airline and service organization managers. Items discussed at this meeting will

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include present and forecast conditions, plans for resuming aircraft operations, and handling of Airport patrons who are stranded in the Terminal. Procedures listed in Paragraph II.I.1. below will be used as guidelines in addressing stranded patrons. Follow-on meetings may be convened if needed (for example, a worsening weather forecast).

- g. Airport Operations will issue Notice to Airmen (NOTAM) **via NOTAM Manager** and post information in PASSUR Communicator to advise of winter storm conditions affecting runways, taxiways, and aircraft gate position availability.
- h. Airport Operations will prepare and issue Airfield Condition Reports as follows:
 - 1) Aeronautical users of the Airport (tenant airlines, FBOs) can expect to receive Airfield Condition Report data via NOTAMs and PASSUR Communicator.
 - 2) Airport Operations will communicate to Airport tenants via PASSUR Communicator and Alert Telephone Network (green phone) that a Snow and Ice Event is in effect and aircraft reverse-thrust power-back operations are temporarily suspended. The first Airfield Condition Report will report the status of aircraft movement and parking areas.
 - 3) Subsequent reports will be issued via **NOTAM Manager and** PASSUR Communicator as follows:
 - Whenever a significant change occurs (active snow event, plowing/brooming/deicing/sanding, rapidly rising or falling temperatures, or rapidly changing conditions).
 - Once conditions have stabilized, Airfield Condition Reports will be updated at eight-hour intervals.

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- 4) Aircraft reverse-thrust power-back operations may be reinstated **BEFORE** termination of the Snow and Ice Event **IF** the respective gate position conditions are satisfactory. Reinstatement will be entered via PASSUR Communicator and in the Daily Operations Log.
- 5) Publish the termination of a Snow and Ice Event via PASSUR Communicator when all snow removal operations have been completed or field conditions are satisfactory in accordance with FAR Part 139 requirements.
 - i. Airport Operations will monitor condition of employee parking lots, public roads, sidewalks and shuttle service, and will notify MAA Grounds Maintenance and/or contractors to initiate snow/ice removal action as required.
 - j. Airport Operations will monitor the Terminal activities and stay abreast of airline flight irregularities and cancellations.

2. Runway Condition Reporting

NOTE: The FAA has determined that data obtained from runway friction surveys are only considered to be reliable when the surface is contaminated under any of the following conditions:

- Ice or wet ice
- Compacted snow at any depth
- Dry snow one inch or less
- Wet snow or slush 1/8-inch or less

The FAA has determined it is not acceptable to use DEC or CFME to assess any contaminants outside of these parameters.

- a. **Friction Assessment:** Friction assessments should be conducted if any of the following occurs:

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- 1) When the central portion of the runway, centered longitudinally along the runway centerline, is contaminated 500 feet or more.
- 2) After any type of snow removal operations or chemical application (including sanding).
- 3) Immediately following any aircraft incident or accident on the runway.
- 4) Whenever a significant change occurs (active snow event, plowing/brooming/deicing/sanding, rapidly rising or falling temperatures, or rapidly changing conditions).

Friction assessments will be conducted 10 feet from the centerline in the same direction as arriving traffic. They will be completed in one pass with three tests in each third of the runway (touchdown, midpoint and rollout) for a total of nine tests per runway.

- b. **Runway**: Runway condition reports will occur when contaminants are present on a runway surface via the US Digital NOTAM System, NOTAM Manager. Condition Reports and RwyCCs will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage or treatment/ width change.
- c. **Taxiway, Apron or Holding Bay**: Taxiway, Apron or Holding Bay condition reports will occur when contaminants are present on these surfaces via PASSUR Communicator. PASSUR Communicator will be updated as necessary whenever conditions change, such as contaminant type, depth, percentage or treatment/ width change.
- d. The term “**DRY**” is used to describe a surface that is neither wet nor contaminated. While a FICON NOTAM is not generated for the sole purpose of reporting a dry runway, a dry surface will be reported when there is need to report

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conditions on the remainder of the surface. (For example: snow is present on the first two thirds of the runway).

- e. **Slippery When Wet:** For runways where a friction survey (for the purposes of pavement maintenance) indicates the averaged Mu value on the wet pavement surface failed to meet the minimum friction level classification specified in AC 150/5320-12, Airport Operations will report, via NOTAM Manager, a RwyCC of “3” for the entire runway (by thirds: 3/3/3) when the runway is wet.

A runway condition description of “Slippery When Wet” will be used for this condition.

If it is determined by Airport Operations that a downgrade is necessary, the downgrade will be made so all three runway thirds match (i.e. 3/3/3, 2/2/2, 1/1/1).

The NOTAM will be cancelled when the minimum runway friction level classification has been met or exceeded.

- f. **Pilot Report (PIREP):** A pilot report of NIL braking action on any portion of the runway requires the runway to be immediately closed before the next flight operation. The runway must remain closed until the runway is assessed by Airport Operations and a determination made that the NIL condition no longer exists. Similarly, any two consecutive pilot reports of POOR shall require a new runway assessment as soon as practical or before the next operation if a continuous monitoring program is not in place.
- g. The Airport will maintain available Airport surfaces in a safe operating condition at all times and provide prompt notifications when areas normally available are less than satisfactorily cleared for safe operations. If a surface (runway, taxiway, apron or holding bay) becomes unsafe due to a NIL (by braking action or assessment) or otherwise unsafe hazard or condition, the surface will be closed until the condition no longer exists and is safe.

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h. **Determining Runway Conditions:**

- 1) **Runway Condition Code (RwyCC) Applicability:** If 25 percent or less of the overall runway length and width is covered with contaminants, the RwyCCs must not be applied or reported. Airport Operations will simply report the contaminant percentage, type and depth for each third of the runway, to include any associated treatments or improvements. OR, if the overall runway length and width coverage is greater than 25 percent, the RwyCCs must be assigned and reported, informing airplane operators of the contaminant present and associated codes for each third of the runway. (The reported codes will serve as a trigger for all airplane operators to conduct a takeoff and/or landing performance assessment).
- 2) **Apply Assessment Criteria:** Based on the contaminants observed, the associated RwyCC from the RCAM for each third of the runway will be assigned.
- 3) **Validating Runway Condition Codes:** If observations determine that RwyCCs assigned accurately reflect the runway conditions and performance, no further action is necessary, and the RwyCCs generated may be disseminated.

- i. **Downgrade Assessment Criteria:** When observations indicate a more slippery condition than generated by the RCAM, Airport Operations may downgrade the RwyCC(s). The downgrade of the RwyCCs may be based on friction (Mu) readings, vehicle control or pilot reported braking action, or temperature.

NOTE: Temperatures near and above freezing may cause contaminants to behave more slippery than indicated by the runway condition code given in the RCAM. At these temperatures, Airport Operations should exercise a

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heightened awareness of airfield conditions and should downgrade the RwyCC if appropriate.

- j. **Upgrade Assessment Criteria Based on Friction Assessments:** RwyCCs of 0 or 1 may only be upgraded when the following requirements are met.
- 1) All observations, judgement, and vehicle braking action support the higher RwyCC.
 - 2) Mu values of 40 or greater are obtained for the affected third(s) of the runway by a calibrated friction measuring device that is operated within allowable parameters.
 - 3) This ability to raise the reported RwyCC to no higher than a 3 code can only be applied to those runway conditions listed under code 0 and 1 in the RCAM (see footnote 2 on the RCAM).
 - 4) Operations must continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code.
- k. The Runway Condition Assessment Matrix (RCAM) is depicted in Attachment 4.

3. **MAA Grounds Maintenance and Facilities Maintenance Responsibilities**

- a. MAA Grounds Maintenance and Facilities Maintenance will plan snow and/or ice removal operations as necessary, in accordance with the directions and priorities developed in the Airport Certification Manual and consultation with Airport Operations, FAA/Air Traffic, and available weather information.

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- b. MAA Grounds Maintenance and Facilities Maintenance will conduct snow removal operations with runway, taxiway, and ramp snow removal teams under the supervision of a designated Snow Team Leader. The typical shift for a snow team member is 10 hours on with 10 hours rest; this continues until snow removal is no longer needed.
- c. MAA Grounds Maintenance and Facilities Maintenance will utilize private contractors to perform snow removal operations in non-movement/ramp areas as well as parking lots. It will be the responsibility of MAA Grounds Maintenance and Facilities Maintenance to ensure there is proper escort for the contractors as required.
- d. Airfield Clearance times for runways and associated taxiways in Priority 1 areas should be per Table 1-1 of AC 150/5200-30D (see Attachment 5).
- e. A snow equipment list is provided as Attachment 6.
- f. Only FAA approved chemicals will be used for runway and taxiway applications. E36 Potassium Acetate is the fluid anti-icer used prior to a snow and ice event. Sodium Acetate is the solid de-icer used to assist in the removal of snow and ice.
- g. Sand is used on the Movement and Non-Movement Areas to increase friction; it is neither chemically treated nor heated. The sand is tested and meets the FAA gradient standards of Table 4-3, Expanded Sand Gradation Standard (see Attachment 7).

G. Snow/Ice Removal Priority/Standards

- 1. The order of priority for snow removal operations will be determined during the meeting held in accordance with Paragraph II.F.1.c. above. The forecast duration and intensity of the snowfall, the time of day, the amount of aircraft traffic anticipated, and wind direction

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are factors that will be considered in determining snow removal priorities (see Attachment 1).

2. The goal of runway and taxiway snow removal teams is to clear each runway and taxiway in a single pass. This is not always possible at complex intersections where more time is needed and may be impacted by continuing aircraft operations and weather conditions.

The goal of runway and taxiway snow removal teams is to clear runways and taxiways full width. Runway clearing is accomplished in a wedge formation (one long line from one side to the other).

Snow bank height profiles will be in accordance with AC 150/5200-30, as amended, Figure 4-1, Design Group V and VI (see Attachment 8).

3. THE RUNWAY WILL BE CLOSED FOR AIRCRAFT USE IF IT HAS MORE THAN 1/2-INCH OF SLUSH/WET SNOW OR MORE THAN TWO INCHES OF DRY SNOW.
4. All runway lights should be exposed and visible at cockpit height from take-off position. Threshold lights should be visible during approach to landing.
5. All airfield lights (including PAPIs), signs, and runway markings will be NOTAMed out of service until cleaned of snow, with a removal priority given to lights and signs associated with hold lines, direction and location signs, and ILS critical areas.
6. Ramps and aprons will be cleared to provide safe footing on walkways and to provide the required clearance for engines, propellers, wing tips and tails. Ruts in snow or ice covered surfaces that could cause damage to an aircraft's undercarriage will also be cleared. Attachment 3 depicts airfield ramp roadways to be plowed during snow removal operations.
7. Snow removal from scheduled passenger carrier ramps and aprons will be accomplished by creating temporary snow piles at the

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following gates and then melting in place with the use of portable snow melting devices. It is incumbent for air carriers to schedule their activity around these gates as the location of the snow melting devices is not flexible. Melting must occur adjacent to ramp storm drains to preclude the accumulation of flowing water on ramp surfaces. The Terminal gates impacted are **B-4, C-2 loading dock, D-4, D-26/D-40, D-32, and E-8**. In addition, snow melting operations are conducted at certain freight gates and deicing pad locations. See Attachment 2 for all locations.

8. When visibility drops to near zero or whiteout conditions exist while snow removal operations are in progress, all snow removal operations will cease until visibility improves.
9. To the extent practicable, snow accumulation in the glide slope critical areas will be kept to a limited height to prevent signal loss or scattering. See Attachments 9 and 10 for critical area locations and Figure 4-2 of AC 150/5200-30, as amended, ILS CAT I and CAT II/III Snow Clearance Area Depth Limitations. MAA will clear the roadways to the FAA Glideslope antennae sites when snow depth exceeds eight inches and to remote sites, as required, to enable emergency repairs. An FAA representative must be present to coordinate with MAA representatives at the requested snow removal site before removal activity can commence.
10. Snow Team Leaders carry cellular phones for communicating with both snow team members, the Air Traffic Control Tower, and the Snow Desk in case of primary radio signal loss.
11. Aircraft reverse-thrust power-back procedures will not be permitted when gate ramp surfaces are covered with ice, snow or slush, or when the visibility of the ground guide person is hindered.
12. While on the airfield during snow removal operations, pilots and vehicle operators will be in contact with the Air Traffic Control Tower (Ground frequency 121.9 for taxiways and Tower frequency 119.4 for runways) to help minimize the possibility of surface incidents/runway incursions.

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13. Airport Operations will remain aware and monitor all paved surface conditions in order to plan and carry out appropriate maintenance actions in accordance with the Snow and Ice Control Plan. The Airport strives to maintain a “no worse than wet” surface condition.
14. Large quantities of snow may be piled on closed portions of the Movement Area to either melt in place or melt with the use of snow melters.
15. There are no procedures in place to control snow drifts.

H. Requests for Snow Removal

1. Tenant requests for snow and ice removal will be made only to Airport Operations (telephone 410-859-7018). Requests received in any other manner will not be honored. Airport Operations will enter snow removal requests on the Snow Removal Request form which is transmitted electronically to the Maintenance Snow Desk as a live document within ASOCs, which is being monitored by the Snow Desk Supervisor and Airport Operations.
2. The Maintenance Snow Desk supervisor will use the Snow Removal Request form to assign the appropriate snow team to the requested location. As each task is completed, the Maintenance Snow Desk will update the live document.

I. Stranded Passengers

Airport patrons are sometimes stranded in the Terminal Building when heavy snow conditions disrupt flight schedules and airport access roads are closed. The MAA will coordinate the utilization of terminal facilities with the airline and passenger service organizations to provide assistance to stranded passengers. Whenever Airport patrons are stranded in the Terminal Building, the following procedures will be implemented:

1. Airport Operations
 - a. Coordinate with TSA to ensure Security Screening Checkpoints remain open as deemed necessary.

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- b. Coordinate with airlines in designating holdrooms for use by stranded patrons. The holdrooms may be located in both domestic and international arrivals areas.
- c. Coordinate with janitorial service provider to postpone heavy cleaning in holdrooms occupied by stranded passengers.
- d. Coordinate with janitorial service provider to monitor restrooms adjacent to holdrooms occupied by stranded passengers.
- e. Coordinate with Airport concessions to provide food service to stranded passengers. The number of persons in the Terminal and the forecast duration of the storm may require Airport concessions to ration food services, if necessary.
- f. Assist the airlines with coordinating the movement of Airport patrons via Amtrak, MARC, and MTA Light Rail.

2. **Maryland Transportation Authority Police, Airport Detachment**

- a. Augment Airport Police duty schedule, as necessary, with consideration for numbers of persons in the Terminal.
- b. Provide Airport Operations with road condition reports on request.

J. **Post Snow and Ice Events**

1. After each snow and ice event, airport management may host a meeting with the SICC to discuss procedures and lessons learned.
2. All members of the SICC will be encouraged to provide feedback to airport management before, during, or following each snow event. After a significant event or challenging operation, a separate SICC meeting may be held.
3. During the snow season, winter operations is discussed at the monthly Tenant Managers Meeting.

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K. Post Season

After each snow season, a SICC meeting may be held to review the snow season issues and recommendations for changes, to include a review of surface incidents, if any. Actions for each department include: Maintenance - inspect and repair equipment; Operations – calibrate friction testers and update the Snow and Ice Control Plan, as needed.

III. DEFINITIONS

- A. Approved Chemical – A chemical, either solid or liquid, that meets a generic Society of Automotive Engineers (SAE) or Military (MIL) specification.
- B. Compacted Snow – Snow that has been compressed and consolidated into a solid form that resists further compression such that an airplane will remain on its surface without displacing any of it. If a chunk of compacted snow can be picked up by hand, it will hold together or can be broken into smaller chunks rather than falling away as individual snow particles.

NOTE: A layer of compacted snow over ice must be reported as compacted snow only.

Example: When operating on the surface, significant rutting or compaction will not occur. Compacted snow may include a mixture of snow and embedded ice. If it is more ice than compacted snow, then it should be reported as either ice or wet ice, as applicable.

- C. Contaminant – A deposit such as frost, any snow, slush, ice or water on an aerodrome pavement where the effects could be detrimental to the friction characteristics of the pavement surface.
- D. Contaminated Runway – For purposes of generating a runway condition code and airplane performance, a runway is considered contaminated when more than 25 percent of the runway surface area (within the reported length and width being used) is covered by frost, ice and any depth of snow, slush or water.

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When runway contaminants exist, but overall coverage is 25 percent or less, the contaminants will still be reported. However, a runway condition code will not be generated.

While mud, ash, sand, oil, and rubber are reportable contaminants, there is no associated airplane performance data available and no depth or runway condition code will be reported.

Exception: Rubber is not subject to the 25 percent rule and will be reported as “Slippery When Wet” when the pavement evaluation/friction deterioration indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12.

- E. **Continuous Friction Measuring Equipment (CFME)** – An FAA approved self-contained vehicle or tow-behind device used for measuring friction characteristics of pavement surfaces covered with contaminants that provides a continuous graphic record of friction for the pavement surface condition.
- F. **Decelerometer (DEC)** – An FAA approved electronic or mechanical device installed in an Airport vehicle and used to measure braking action during snow and ice events.
- G. **Dry (Pavement)** – Describes a surface that is neither wet, nor contaminated.
- H. **Dry Runway** – A runway is dry when it is neither wet, nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered dry when no more than 25 percent of the runway surface area within the reported length and width being used is covered by: visible moisture or dampness, or frost, slush, snow of any type or ice.

A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry surface must be reported only when there is need to report conditions on the remainder of the surface.

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- I. **Dry Snow** – Snow that has insufficient free water to cause it to stick together. This generally occurs at temperatures well below 32 degrees. If when making a snowball, it falls apart, the snow is considered dry.
- J. **Emergency Essential Employee Recall (EEER)** – An administrative action declared by the Chief, Division of BWI Operations & Maintenance, or designee, that authorizes the MAA Senior Management Team to hold over and/or recall employees as necessary who are designated “Emergency Essential” employees for a specific or indefinite period of time in order to meet the operational needs of the airport. Once an EEER has been declared, employees will remain on continuous duty time until the emergency situation and/or operational need has been satisfactorily addressed as determined by the Chief, Division of BWI Operations & Maintenance or designee.
- K. **Eutectic Temperature/Composition** – A deicing chemical melts ice by lowering the freezing point. The extent of this freezing point depression depends on the chemical and water in the system. The limit of freezing point depression, equivalent to the lowest temperature that the chemical will melt ice, occurs with a specific amount of chemical. This temperature is called the eutectic temperature, and the amount of chemical is the eutectic composition. Collectively, they are referred to as the eutectic point.
- L. **FICON (Field Condition Report)** – A Notice to Airmen (NOTAM) generated to reflect Runway Condition Codes, vehicle braking action and pavement surface conditions on runways, taxiways and aprons.
- M. **Fluid Deicer/Anti-Icers** – The approved specification is SAE AMS 1435, Fluid, Generic Deicing/Anti-Icing, Runways and Taxiways.
- N. **Frost** – Frost consists of ice crystals formed from airborne moisture that condenses on a below freezing surface. Frost differs from ice in that the frost crystals grow independently and, therefore, have a more granular texture.

NOTE: Heavy frost that has noticeable depth may have friction qualities similar to ice and downgrading the runway condition code accordingly should be considered. If driving a vehicle over the frost does not result

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in tire tracks down to bare pavement, the frost should be considered to have sufficient depth to consider a downgrade of the runway condition code.

- O. **Generic Solids** – The approved specification is SAE AMS 1431, Compound, Solid Runway and Taxiway Deicing/Anti-Icing.
- P. **Ice** – The solid form of frozen water to include ice that is textured (i.e., rough or scarified). A layer of ice over compacted snow must be reported as ice only.
- Q. **Layered Contaminant** – A contaminant consisting of two overlapping contaminants. The list of layered contaminants has been identified in the RCAM and includes:
- Dry snow over compacted snow
 - Wet snow over compacted snow
 - Slush over ice
 - Water over compacted snow
 - Dry snow over ice
 - Wet snow over ice
- R. **Mud** – Wet, sticky, soft earth material.
- S. **Multiple Contaminants** – A combination of contaminants (as identified in the RCAM) observed on paved surfaces. When reporting multiple contaminants, only the two most prevalent/hazardous are reported. When reporting on runways, up to two contaminant types may be reported for each runway third. The reported contaminants may consist of a single and layered contaminant, two single contaminants or two layered contaminants. The reporting of “multiple contaminants” represent contaminants which are located adjacent to each other, not to be confused with a “layered contaminant” which is overlapping. For example:
- Single contaminant and layered contaminant
 - “wet” and “wet snow over compacted snow”
 - Single contaminant and single contaminant
 - “wet snow” and “slush”

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- Layered contaminant and layered contaminant
 - “dry snow over compacted snow” and “dry snow over ice”

- T. **Oil** – A viscous liquid, derived from petroleum or synthetic material, especially for use as a fuel or lubricant.

- U. **PASSUR Communicator** - An internet-based tool used to improve efficiency and share information among airport users. It is used as a one-stop location to collect and distribute information by multiple sources (automated and manual) and is available to all parties, local and remote. PASSUR Communicator will be the primary means of disseminating airfield conditions during a Snow and Ice Event.

- V. **Runway (Primary and Secondary)**
 - **Primary** – Runway(s) being actively used or expected to be used under the existing or anticipated adverse meteorological conditions, where the majority of the takeoff and landing operations will take place.

 - **Secondary** – Runway(s) that supports a primary runway and is less operationally critical. Takeoff and landing operations on such a runway are generally less frequent. Snow removal operations on these secondary runways should not occur until Priority 1 surfaces are satisfactorily cleared and serviceable.

- W. **Runway Condition Assessment Matrix (RCAM)** – The tool by which an airport operator will assess a runway surface when contaminants are present.

- X. **Runway Condition Code (RwyCC)** – Describes runway conditions based on defined contaminants for each runway third. Use of RwyCC’s harmonizes with ICAO Annex 14, providing a standardized “shorthand” format (e.g., 4/3/2) for reporting. RwyCC (which replaces Mu values) are used by pilots to determine landing performance calculations.

- Y. **Runway Safety Monitor** - A qualified MAA employee tasked to ensure that runway snow removal vehicles are clear of an active runway or intersection after all such vehicles have actually departed an active

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runway/intersection and there are no obstructions such as windrows, snow banks, etc., remaining on the runway.

- Z. **Runway Weather Information System (RWIS)** – A system that provides accurate, real-time data on surface and atmospheric conditions from remote sensors located in the pavement of the runways and taxiways. The information obtained from these sensors and associated atmospheric equipment is electronically transmitted to the Airport’s Local Area Network (LAN), which allows the information to be visually displayed on computer monitors located in Airport Operations and throughout Maryland Aviation Administration. This information can be printed as necessary to provide documentation on surface and atmospheric conditions for any desired time.
- AA. **Sand** – A sedimentary material, finer than a granular and coarser than silt.
- BB. **Slippery When Wet Runway** – A wet runway where the surface friction characteristics would indicate diminished braking action as compared to a normal wet runway.
- “Slippery When Wet” is only reported when a pavement maintenance evaluation indicates the averaged Mu value on the wet pavement surface is below the Minimum Friction Level classification specified in Table 3-2 of FAA Advisory Circular 150/5320-12. Some contributing factors that can create this condition include: rubber buildup, groove failures/wear, pavement macro/micro textures.
- CC. **Slush** – Snow that has water content exceeding its freely drained condition such that it takes on fluid properties. Water will drain from slush when a handful is picked up. This type of water-saturated snow will be displaced with a splatter by a heel and toe slap-down motion against the ground.
- DD. **Snow and Ice Control Committee (SICC)** – A committee comprised of representatives from Airport Operations, Grounds Maintenance, Facilities Maintenance, FAA Air Traffic, and air carriers that provides feedback and recommendations for snow and ice removal operations and the Snow and Ice Control Plan.

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- EE. **Snow and Ice Event** - A condition declared by Airport Operations at the onset of a winter storm in which freezing precipitation is observed and expected to contaminate paved surfaces.
- FF. **Snow Control Center (SCC)** – The Airport Operations Center serves as the Airport’s SCC during snow and ice events. The main purpose of the SCC is to manage snow clearing operations, disseminate field condition reports via PASSUR Communicator, issue NOTAMs, and provide coordination with the Air Traffic Control Tower (ATCT) and Airport users on expected runway closures and openings.
- GG. **Snow Removal Teams** - Vehicular snow removal equipment operating on a runway, taxiway, or ramp under the direct control of an Office of Grounds Maintenance on-scene supervisor who is in radio contact with the FAA Tower. The supervisor of each snow removal team will be addressed as "Runway Snow Leader," "Taxiway Snow Leader," etc.
- HH. **Water** – The liquid state of water. For purposes of condition reporting and airplane performance, water is greater than 1/8-inch (3mm) in depth.
- II. **Wet Ice** – Ice that is melting or ice with a layer of water (any depth) on top.
- JJ. **Wet Runway** – A runway is wet when it is neither dry nor contaminated. For purposes of condition reporting and airplane performance, a runway can be considered wet when more than 25 percent of the runway surface area within the reported length and width being used is covered by any visible dampness or water that is 1/8-inch or less in depth.
- KK. **Wet Snow** – Snow that has grains coated with liquid water, which bonds the mass together, but has no excess water in the pore spaces. A well-compacted, solid snowball can be made, but water will not squeeze out.
- LL. **Winter Storm Warning** - A National Weather Service Headline, carried in forecasts and highlighted in special weather statements, that serves notice to the public of a high probability for the occurrence of severe winter weather.

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- MM. **Winter Storm Watch** – A National Weather Service headline carried in forecasts and in special weather statements to cover possible occurrence of the following weather elements, either separately or in combination: blizzard conditions, heavy snow (or light in areas where snow is relatively rare), accumulations of freezing drizzle and/or heavy sleet. A “Watch” is issued to give longer advance notice of the potential for the occurrence of a winter storm event than is provided by a “Warning.” Therefore, it is issued with a lower probability of occurrence than a “Warning” and has somewhat less chance of verification.
- NN. **Winter Weather Season** – For operational purposes, the time period from November 1 to April 15 of each year is considered the Official Winter Weather Season for BWI Marshall Airport.

IV. **REFERENCES**

- A. Federal Aviation Regulation Part 139, Certification of Airports
- B. Federal Aviation Administration Advisory Circular 150/5200-30, as amended, Airport Winter Safety and Operations
- C. Federal Aviation Administration Part 139 CertAlert No. 11-03, titled Clarification of Winter Operations Pavement Assessment Reporting in the NOTAM System
- D. BWI Marshall Airport Tenant Directive 203.1, Aircraft Pushback Procedures
- E. Maryland Aviation Administration (MAA) Office of Grounds Maintenance Memorandum M-7, Snow/Ice Removal at Baltimore/Washington International Thurgood Marshall Airport

== Denotes changes

V. ATTACHMENTS

- Attachment 1 - Snow Removal Priority
- Attachment 2 - Snow Melter Locations
- Attachment 3 - Snow Removal – Ramp Roadway
- Attachment 4 - Runway Condition Assessment Matrix (RCAM)
- Attachment 5 - Table 1-1, Clearance Times for Commercial Service Airports
- Attachment 6 - Snow Equipment List
- Attachment 7 - Table 4-3, Expanded Sand Gradation Standard
- Attachment 8 - Figure 4-1, Snow Bank Profile Limits
- Attachment 9 - Glideslope and Localizer Critical Areas
- Attachment 10 - Figure 4-2, ILS CAT I and CAT II/III Snow Clearance Area

== Denotes changes



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Attachment 1 SNOW REMOVAL PRIORITY

PRIORITY 1: Runway/Taxiway Plowing Priority Area

1. *Runway 10-28 and associated taxiways and deicing facilities.
2. *Runway 15R-33L and associated taxiways and deicing facilities.
3. ARFF Access Road from the BWI Fire & Rescue Department to the main terminal ramp.
4. Taxiways T and P.
5. BWI Fire & Rescue Department access roads including the driveways and landside access to Aviation Boulevard and Dorsey Road.
6. BWI Fire & Rescue Department Mutual Aid airfield access points to include gate operability at power gates A, G, M, M1, and N.
7. Remaining taxiways.
8. Roadways to FAA Glide Slope antennae sites when snow depth exceeds eight inches and to remote sites, as required, to enable emergency repairs. An FAA representative must be present to coordinate with MAA representatives at the requested snow removal site before removal activity can commence.

***NOTE:** 1 and 2 above may be reversed depending on weather conditions.

PRIORITY 2: Ramp/Apron Plowing Priority Area

1. Outer vehicle ramp roadway from inside Fuel Farm to Power Gate A.
2. Inner vehicle ramp roadway and connections to the outer vehicle ramp roadway.
3. Vehicle Road to the Runway 15R deicing pad.
4. Ramp areas between Concourses A and B, B and C, C and D, D and DY, and DY and E (based on availability to outer vehicle ramp roadway).
5. Ramp gate positions with pedestrian traffic (Commuter aircraft use gates).

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6. North Air Cargo Ramps 1 and 2.

PRIORITY 3: General Aviation Taxiway/Ramp Plowing Priority Area

1. Runway 15L-33R and associated taxiways and deicing facilities.
2. Transient ramp.
3. Access taxilanes and general aviation ramp.

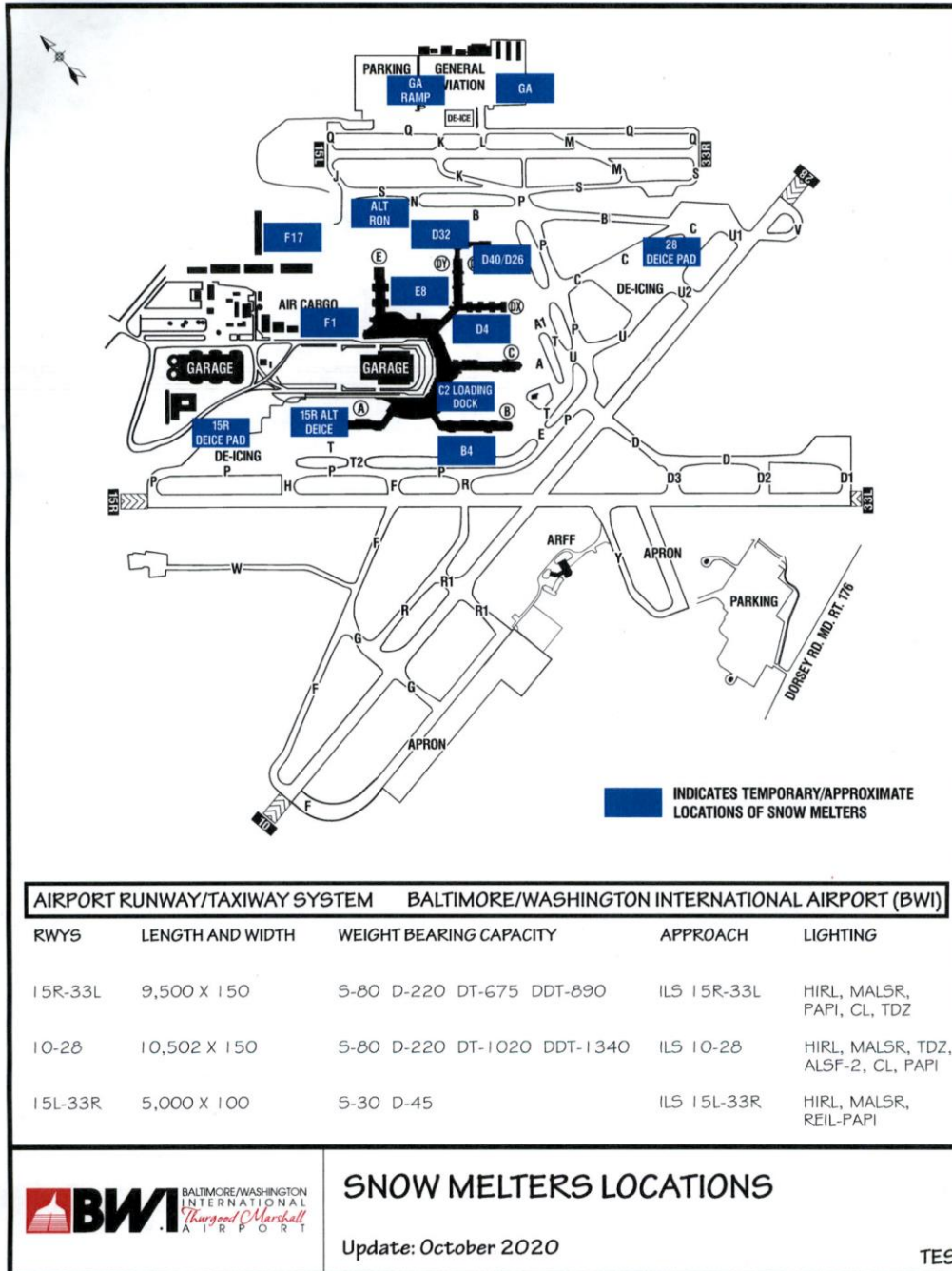
TERMINAL AND PUBLIC PRIORITY AREAS (Accomplished concurrently with airfield snow removal)

1. Upper and Lower Level Terminal Building sidewalks (public areas).
2. Rampside Terminal Sidewalks (airfield).
3. Upper and Lower Level roadways.
4. Route I-195 between Aviation Boulevard and the Terminal.
5. Elm Road, Terminal Road, Return Loop, Air Cargo Service Road, Gazy Drive, Scott Drive, Mathison Way, Spring Lane, Stoney Run Road, Connolley Drive and Aaronson Drive.
6. Elkridge Landing Road bus staging lot and entrance/exit ramp.
7. Employee and patron parking lots.
8. North Air Cargo entrance, public side.
9. Aviation Boulevard.
10. Entrance to Power Gates K and L1.
11. AMTRAK Station roadway and parking lot.
12. Public side Fuel Farm.

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Attachment 2

Snow Melter Locations

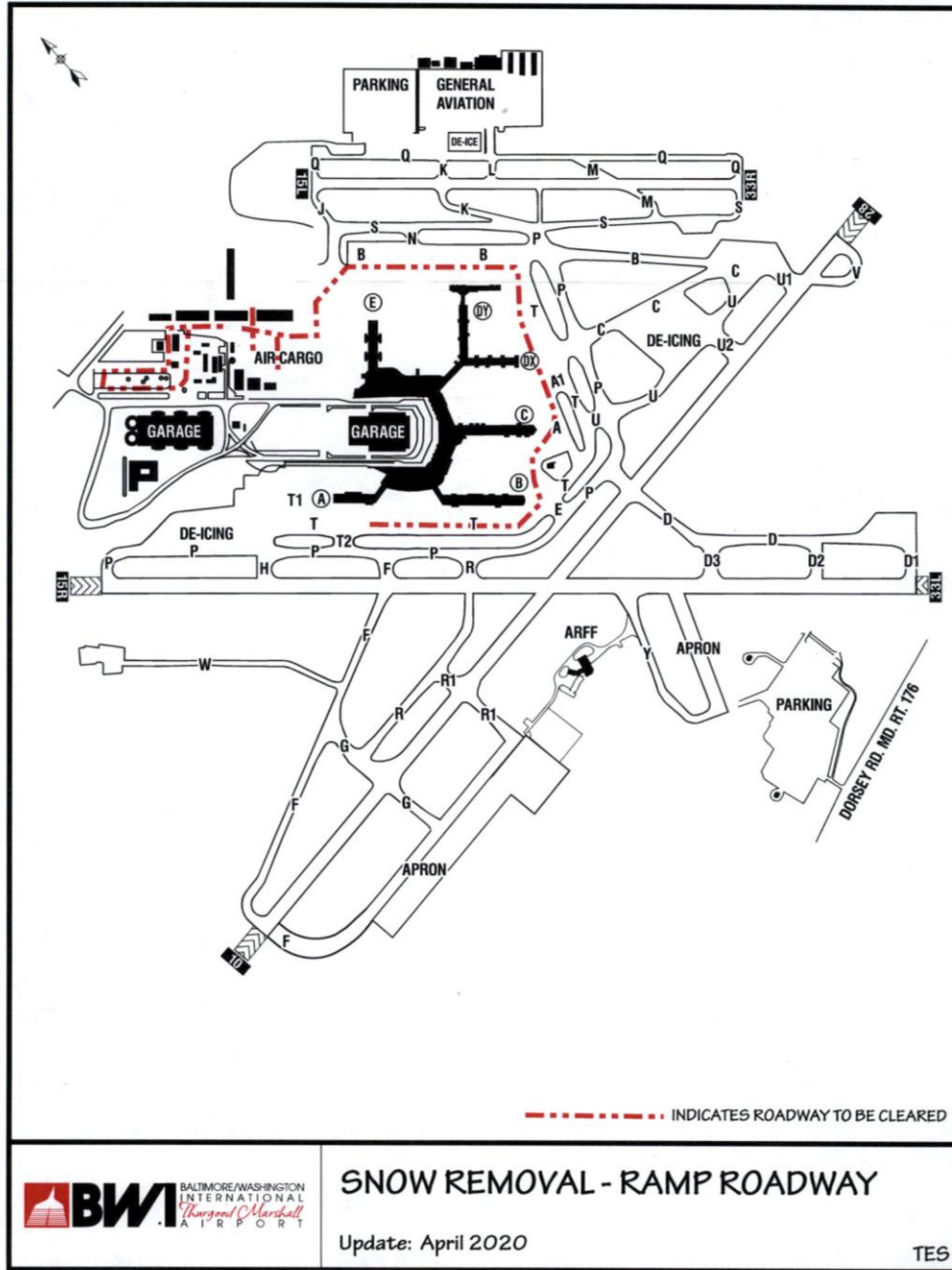


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Attachment 3

Snow Removal – Ramp Roadway



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Attachment 4 Runway Condition Assessment Matrix (RCAM)

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APPENDIX F. RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) (FOR AIRPORT OPERATORS' USE ONLY)

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
<ul style="list-style-type: none"> Dry 	6	40 or Higher	—	—
<ul style="list-style-type: none"> Frost Wet (Includes Damp and 1/8 inch depth or less of water) <p>1/8 inch (3mm) depth or less of:</p> <ul style="list-style-type: none"> Slush Dry Snow Wet Snow 	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<p>5° F (-15°C) and Colder outside air temperature:</p> <ul style="list-style-type: none"> Compacted Snow 	4	39	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (Any depth) over Compacted Snow <p>Greater than 1/8 inch (3mm) depth of:</p> <ul style="list-style-type: none"> Dry Snow Wet Snow <p>Warmer than 5° F (-15°C) outside air temperature:</p> <ul style="list-style-type: none"> Compacted Snow 	3	10	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<p>Greater than 1/8 (3mm) inch depth of:</p> <ul style="list-style-type: none"> Water Slush 	2	30	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> Ice² 	1	29	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> Wet Ice² Slush over Ice Water over Compacted Snow² Dry Snow or Wet Snow over Ice² 	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

¹ The correlation of the Mu (μ) values with runway conditions and condition codes in the Matrix are only approximate ranges for a generic friction measuring device and are intended to be used only to downgrade a runway condition code; with the exception of circumstances identified in Note 2. Airport operators should use their best judgment when using friction measuring devices for downgrade assessments, including their experience with the specific measuring devices used.

² In some circumstances, these runway surface conditions may not be as slippery as the runway condition code assigned by the Matrix. The airport operator may issue a higher runway condition code (but no higher than code 3) for each third of the runway if the Mu value for that third of the runway is 40 or greater obtained by a properly operated and calibrated friction measuring device, and all other observations, judgment, and vehicle braking action support the higher runway condition code. The decision to issue a higher runway condition code than would be called for by the Matrix cannot be based on Mu values alone; all available means of assessing runway slipperiness must be used and must support the higher runway condition code. This ability to raise the reported runway condition code to a code 1, 2, or 3 can only be applied to those runway conditions listed under codes 0 and 1 in the Matrix.

The airport operator must also continually monitor the runway surface as long as the higher code is in effect to ensure that the runway surface condition does not deteriorate below the assigned code. The extent of monitoring must consider all variables that may affect the runway surface condition, including any precipitation conditions, changing temperatures, effects of wind, frequency of runway use, and type of aircraft using the runway. If sand or other approved runway treatments are used to satisfy the requirements for issuing this higher runway condition code, the continued monitoring program must confirm continued effectiveness of the treatment.

Caution: Temperatures near and above freezing (e.g., at 26.6° F (-3°C) and warmer) may cause contaminants to behave more slippery than indicated by the runway condition code given in the Matrix. At these temperatures, airport operators should exercise a heightened level of runway assessment, and should downgrade the runway condition code if appropriate.

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Attachment 5 Table 1-1, Clearance Times for Commercial Service Airports

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of municipal or service contractors, might be standard for such operations. Landside pavement deicers should not be tracked onto the airfield areas because of their corrosive properties to aircraft. See Paragraph 4.6.2 for prohibition of landside chemicals on aircraft operational areas.

1.8 Airfield Target Clearance Times.

Airports should consider having sufficient equipment to clear within a reasonable time 1 inch (2.54 cm) of snow weighing up to 25 lb/ft³ (400 kg/m³) for the priorities outlined in Paragraph 1.6 that accommodate clearing the anticipated airplane operations during the Priority 1 clearance time. This means that generally only some portions of the terminal or cargo apron should be included in the Priority 1 area. If supportive runways (such as a parallel runway) typically have simultaneous operations during the winter months, then the areas for both runways and associated principal taxiways should be included in the total area. The term “reasonable time,” as used in this AC, is based on the airport type and number of annual operations. The guidance in Paragraphs 1.8.1, 1.8.2, and 1.9 is provided to assist the airport operator in determining necessary equipment.

1.8.1 First, use the general information note and footnote in Table 1-1 and Table 1-2 to classify the airport as a **Commercial Service Airport** or a **Non-Commercial Service Airport**.

Table 1-1. Clearance Times for Commercial Service Airports

Annual Airplane Operations (includes cargo operations)	Clearance Time ¹ (hour)
40,000 or more	1/2
10,000 – but less than 40,000	1
6,000 – but less than 10,000	1 1/2
Less than 6,000	2
<p>General: Commercial Service Airport means a public-use airport that the U.S. Secretary of Transportation determines has at least 2,500 passenger boardings each year and that receives scheduled passenger airplane service [see 49 U.S.C. 47102(7)].</p> <p>Footnote 1: These airports should have sufficient equipment to clear 1 inch (2.54 cm) of falling snow weighing up to 25 lb/ft³ (400 kg/m³) from Priority 1 areas within the targeted clearance times.</p>	

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Attachment 6

Snow Equipment List

MAA SNOW EQUIPMENT INVENTORY LIST

ROTARY PLOW					WHEEL LOADER & S/A PLOW						
YEAR	MAKE	MAA #	PORT #	TONS/HOUR	YEAR	MAKE	MAA #	PORT #	TONS/HOUR	BLADE	
2023	Vammas	26026	541	7500	2017	Case	30487	L-78	600	32'	
2023	Vammas	26027	550	7500	2004	Kawasaki	30191	L79	600	32'	
2018	MB	26292	544	7500	2003	Kawasaki	30119	L74	600	32'	
2015	MB	30439	549	7500	TOTAL RAMP EQUIPMENT CAPACITY					1800	
2015	Oshkosh	30446	548	5000							
2014	Oshkosh	30422	565	5000							
2014	MB	30420	542	7500							
TOTAL ROTARY PLOW CAPACITY				47500							

DISPLACEMENT PLOW							MISCELLANEOUS & SPREADER/DEICE EQUIPMENT					
YEAR	MAKE	MAA #	PORT #	TONS/HOUR	BLADE	H.P.	YEAR	MAKE	MAA #	PORT #	DESCRIP	Access
2023	MBS*	26033	587	3250	24'	475	2024	Int'l	26022	715	Spreader	V-Box
2020	MBS*	26366	586	3250	24'	475	2024	Int'l	26023	716	Spreader	V-Box
2016	MBS*	30468	546	3250	24'	475	2024	Int'l	26024	717	Spreader	V-Box
2016	MBS*	30469	552	3250	24'	475	2004	Sweepster	30171	551	Runway	Broom
2001	Oshkosh*	30052	579	3250	24'	450	2002	Sweepster	30095	554	Runway	Broom
2014	MBS*	30438	543	3250	24'	475	2001	Sweepster	30057	547	Runway	Broom
2014	MBS*	30437	545	3250	24'	475	2020	W/STAR	26332	564	De-Icer Trk	75' Boom
2006	Oshkosh*	30190	576	3250	24'	450	2017	W/STAR	26280	561	De-Icer Trk	75' Boom
2006	Oshkosh*	30306	575	3250	24'	450	2005	Mack	30289	563	De-Icer Trk	75' Boom
2006	Oshkosh*	30307	572	3250	24'	450	2004	F/liner	30179	560	De-Icer Trk	50' Boom
2006	Oshkosh*	30308	588	3250	24'	450	2004	W/STAR	30243	562	De-Icer Trk	50' Boom
2006	Oshkosh*	30309	573	3250	24'	450	2005	Sterling	30267	593	Spreader	V-Box
2006	Oshkosh*	30310	574	3250	24'	450	2005	Sterling	30268	594	Spreader	V-Box
2005	Vammas*	30274	568	3500	27'	480	2005	Sterling	30269	592	Spreader	V-Box
2005	Vammas*	30275	569	3500	27'	480	2005	Sterling	30270	591	Spreader	V-Box
2005	Vammas*	30276	570	3500	27'	480	2005	Sterling	30271	590	Spreader	V-Box
2005	Vammas*	30277	571	3500	27'	480	2005	Sterling	30272	589	Spreader	V-Box
(* = equipped with onboard broom)							2005	New Holland	30285	BW#5	Tractor	Lead-in
TOTAL DISPLACEMENT PLOW CAPACITY				56250			2005	New Holland	30286	BW#4	Tractor	Lead-in
							2017	Prinoth Husky	26282	553	Snow Groomer	

(** = currently assigned to MTN airport)

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approximately neutral (pH 7). Material must meet the following gradation using a U.S.A. Standard Sieve conforming to *ASTM E 11-81*. The upper and lower sand gradations are in response to engine manufacturers input that finer sized sand from time to time produced hard snowballs while coarser sized sand damaged engine components. The latter case additionally causes damage to the fuselage.

Table 4-2. Standard Gradation for Sand

Sieve Designation	Percent by Weight Passing
8	100
80	0-2

4.8.1.2 **Optimum Gradation.**

Table 4-3 provides an expanded sand gradation standard for optimum performance on both warm and cold ice conditions by balancing fine and coarse particles. For this reason, the inclusion of the #30 sieve beyond that required by the FAA standard gradation of Table 4-2 is recommended. Airport operators may modify these recommended gradation requirements to suit their needs, as long as the gradation meets the requirements of Table 4-2. The use of sand that does not meet the gradation requirements of Table 4-2 must be coordinated with the FAA Safety and Standards Branch.

Table 4-3. Expanded Sand Gradation Standard

Sieve Designation	Percent by Weight Passing
8	100
30	20-50
80	0-2

4.8.2 **Application.**

Hard silica sand provides the greatest increase in traction and remains effective the longest when compared to softer materials because of its resistance to fracture. However, it is also very abrasive and, therefore, more potentially damaging to airplane engines. Limestone is softer and may be used where available if abrasion needs to be reduced. Tests have shown that application rates of 0.02 - 0.10 lb./ft² (0.1 - 0.5 kg/m²) of sand will substantially increase the runway friction coefficient. The greater quantity is required at temperatures approaching 32° F (0° C), the amount decreasing as the

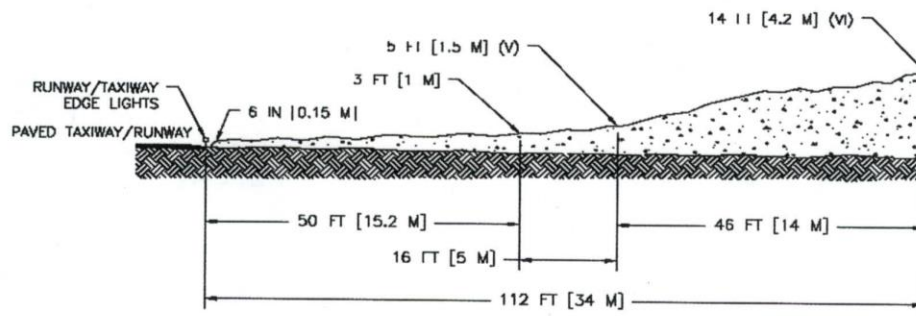
Attachment 8

Figure 4-1, Snow Bank Profile Limits

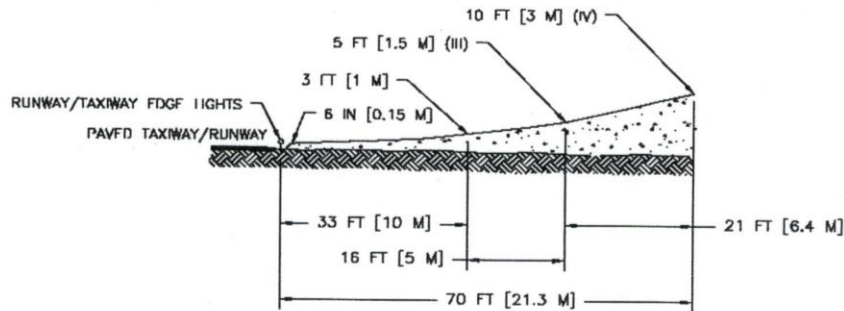
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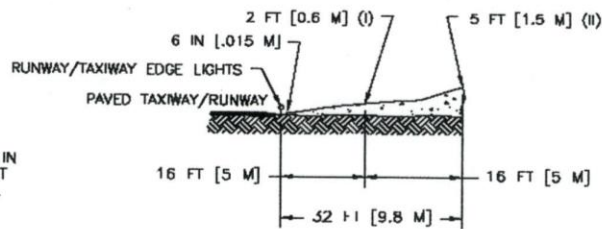
Figure 4-1. Snow Bank Profile Limits Along Edges of Runways and Taxiways with the Airplane Wheels on Full Strength Pavement (see Figure 4-2 guidance)



DESIGN GROUP V AND VI



DESIGN GROUP III AND IV



DESIGN GROUP I AND II

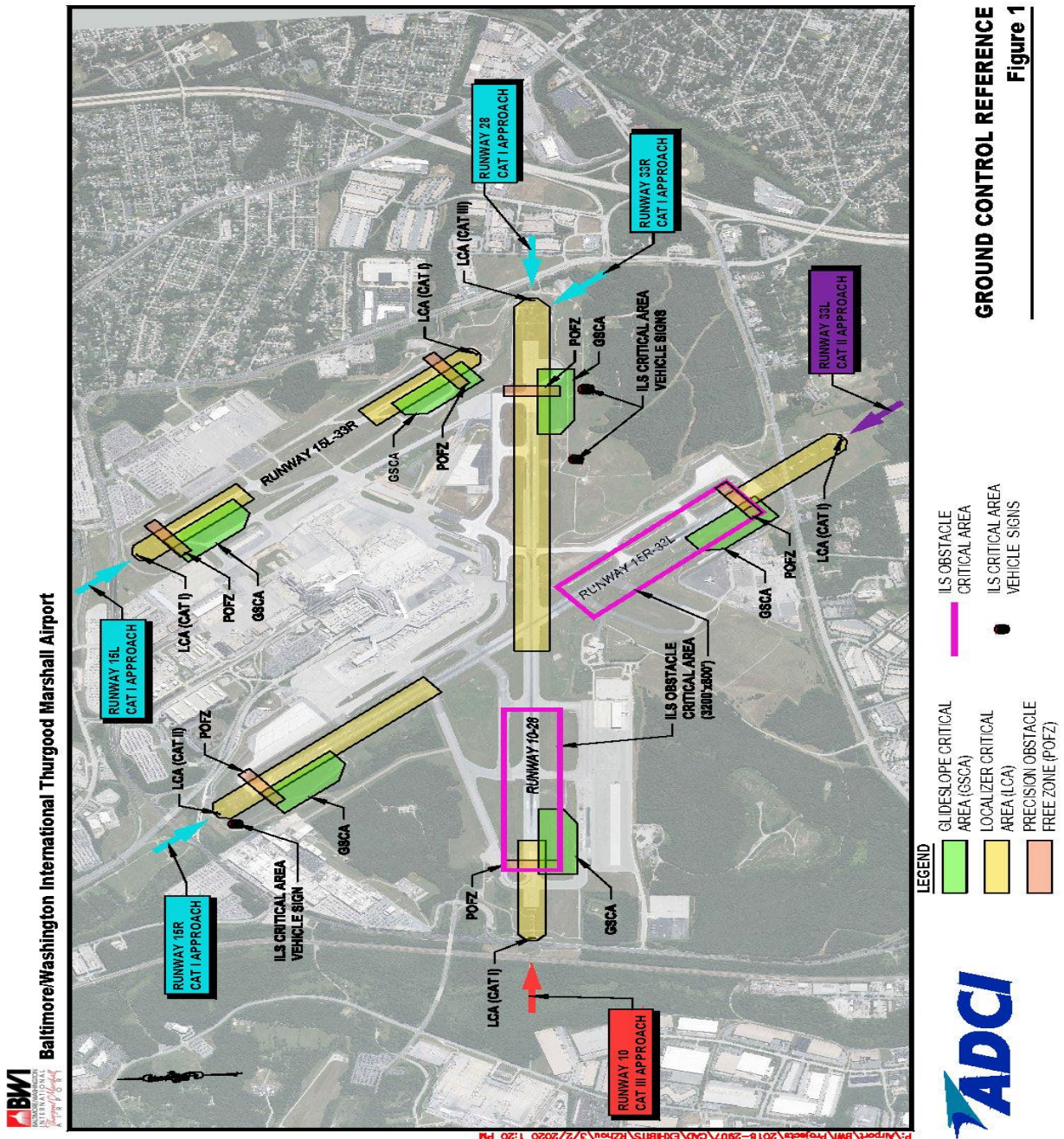
NOTE: SNOWBANK HEIGHT AS SHOWN IN FIGURE 4.2 MUST ALSO BE MET FOR ALL THREE ILLUSTRATIONS.

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Attachment 9

Glideslope and Localizer Critical Areas



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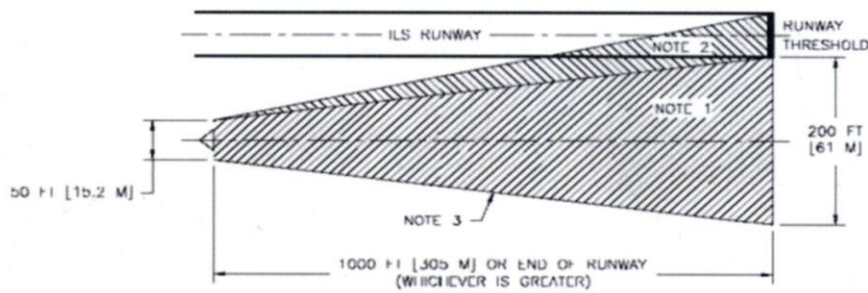
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Attachment 10 **Figure 4-2, ILS CAT I and CAT II/III Snow Clearance Areas**

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Figure 4-2. ILS CAT I and CAT II/III Snow Clearance Area Depth Limitations



NOTES:

1. CATEGORY I GLIDE SLOPE SNOW CLEARANCE AREA.
2. CATEGORY II AND III GLIDE SLOPE SNOW CLEARANCE AREA. THE AREA DEPICTED UNDER NOTE 1 SHALL ALSO BE CLEARED.
3. THE DEPTH OF SNOWBANKS ALONG THE EDGES OF THE CLEARED AREA SHALL BE LESS THAN 2 FEET.

ACTION TAKEN	SNOW DEPTH		
	SBR <6 IN [15 cm] NR. CECS <18 IN [45 cm]	SBR 6 TO 8 IN [15 TO 20 cm] NR. CECS 18 TO 24 IN [45 TO 60 cm]	SBR >8 IN [20 cm] NR. CECS <24 IN [60 cm]
SNOW REMOVAL (SEE ABOVE FIGURE)	REMOVAL NOT REQUIRED RESTORE FULL SERVICE AND CATEGORY.	<p>ILS CATEGORY I</p> <p>REMOVE SNOW 50 FT [15M] WIDE AT MAST WIDENING TO 200 FT [60M] WIDE AT 1000 FT [300M] OR END OF RUNWAY TOWARD MIDDLE MARKER.</p> <p>ILS CATEGORIES II AND III</p> <p>AS ABOVE PLUS WIDEN THE AREA TO INCLUDE A LINE FROM THE MAST TO THE FAR EDGE OF RUNWAY THRESHOLD.</p>	
NO SNOW REMOVAL	RESTORE FULL SERVICE AND CATEGORY.	<p>ALL CATEGORIES</p> <p>RESTORE TO CATEGORY I SERVICE. CATEGORY D AIRCRAFT MINIMA RAISED TO LOCALIZER ONLY.</p> <p>TYPICAL NOTAM TEXT:</p> <p>"DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY FOR CATEGORY D AIRCRAFT" IF APPLICABLE, "CATEGORY II NA" OR "CATEGORY II/III NA".</p>	<p>ALL CATEGORIES</p> <p>APPROACH RESTRICTED TO LOCALIZER ONLY MINIMA.</p> <p>TYPICAL NOTAM TEXT:</p> <p>"DUE TO SNOW ON THE IXXX (APPROPRIATE IDENTIFIER) GLIDE SLOPE, MINIMA TEMPORARILY RAISED TO LOCALIZER ONLY.</p>

* NA (NOT AUTHORIZED)

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