



JUNEAU AIRPORT



SN AVIATION
NOW FIGHTER

2020/21 Winter Airport Operations Briefing

November 9, 2020

Agenda

- Introductions
- Last Winter's Stats...
- Predicted Weather Forecast
- Reporting of Field Conditions
 - Takeoff and Landing Performance Assessment
 - Runway Condition Assessment Matrix
 - NOTAMS (NOTAM Manager)
- Air Traffic Control Tower
- Flight Service Station
- Snow Removal Priorities
- Snow Storage (Long-Term / Panic Piles)
- Icy Surface Chemical Treatment
 - SWPPP
 - Aircraft Deicing
- Private / Leased Area Snow Removal
- Fences
- 121 Ramp / Jet Bridges
- 135 Ramp
- Float Pond Operations
- De-Icing
- Airfield Operations
 - Schedule
 - Contacts

Winter Snow/Ice Statistics

2019-2020 Season

- Area AFM is responsible for:
 - Runway & Taxiways
 - Main Ramp / Gates / 135 Area
 - East & West GA Areas
 - Alex Holden / Cessna Dr. / Fuel Farm
 - Terminal / Shell Simmons / Employee Parking Lot
 - NEDA / NWDA Areas (555,920 Sq. Ft. / 3.3 Miles)
 - Float Pond Roads and EVAR
 - Equals 8,604.043 Square Feet of Area**
 - Equalities 50.9 Miles of 2-Lane Hwy. w/ 4' Shoulders**

Winter Snow/Ice Statistics

○ 2019-2020 Snow Calculations

- Total Snow Fall – 70.1 inches (NWS – Airport)
- **50,261,953** Cubic Ft. of snow plowed, swept and removed
- Average Weight: 19.628 lbs. / CF
- **493,271** Tons
- **986,541,611** lbs.

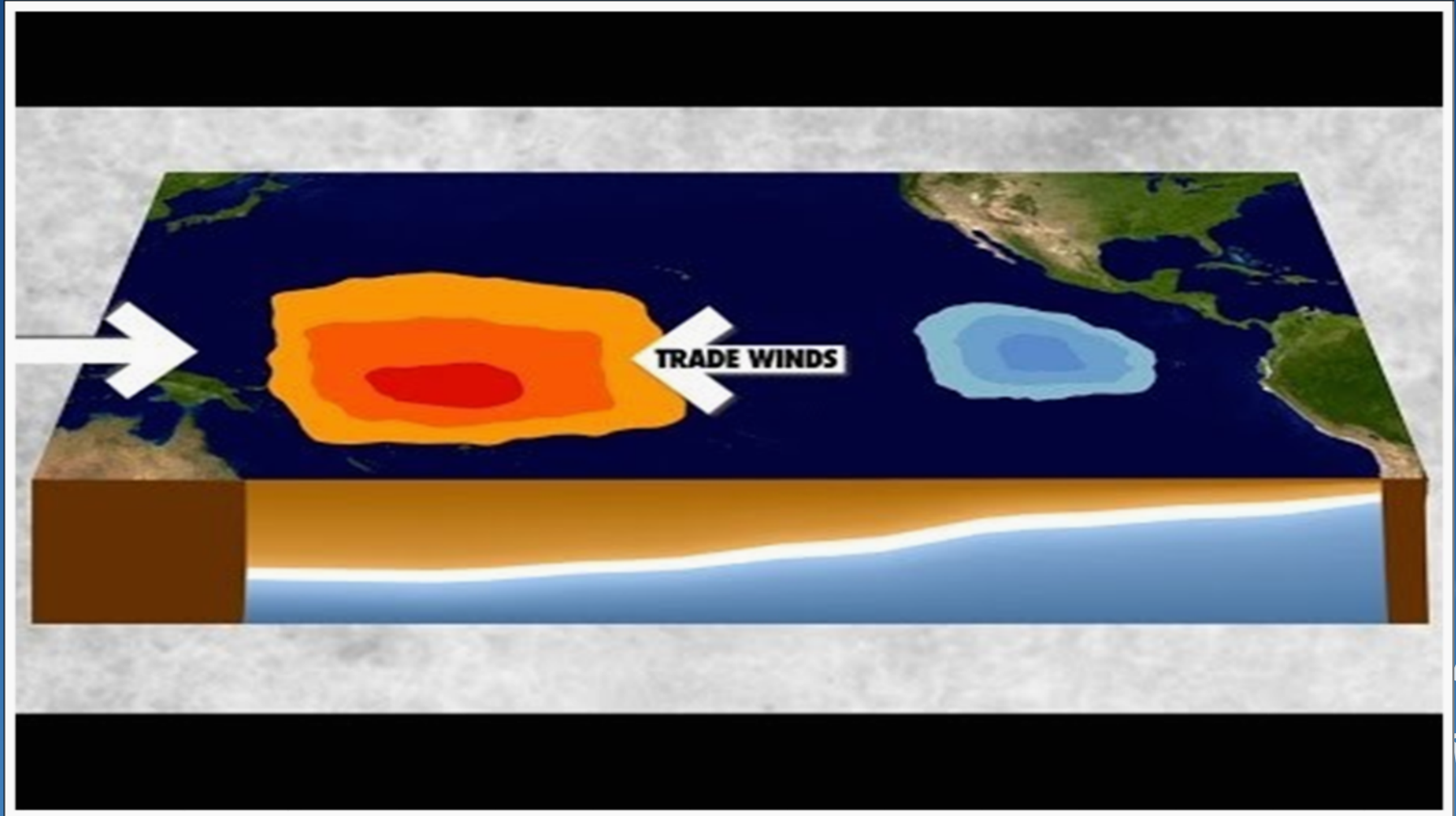
Forecast – Winter 2020/21



Forecast – Winter 2020/21

- Source: NWS / NOAA
- La Nina Winter Advisory?
 - Cooling of ocean water in the tropical Pacific Ocean
 - Alaska's winter a little colder and drier than normal this year.
 - Characterized by unusually cold water in the equatorial Pacific Ocean
 - Atmosphere tries to maintain equilibrium
 - Cold air from the north tends to get pulled down across Alaska.

El Niño and La Niña Explained...



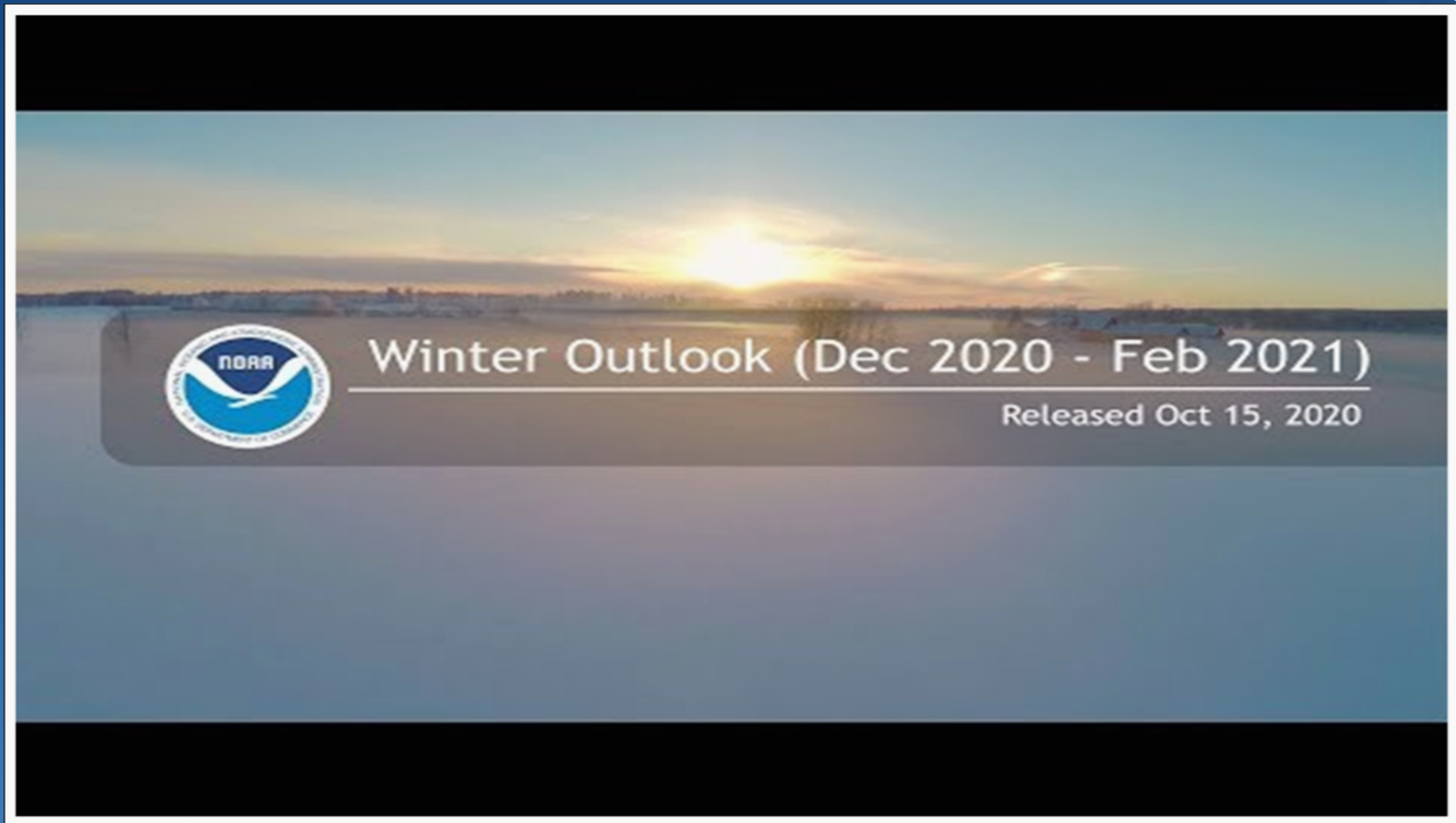
<https://www.youtube.com/watch?v=wVlfyhs64IY>

Forecast – Winter 2020/21

- Source: NWS / NOAA
- La Nina well established and expected to persist through the upcoming 2020 winter Season.
 - Currently the Climate Prediction Center is calling for a La Nina event.
 - Anticipate the typical, cooler, wetter North, and warmer, drier South
 - most likely outcome of winter weather that the U.S. will experience this year,
 - Some models predict a **WARMER** and **WETTER** Winter



Forecast – Winter 2020/21



- <https://youtu.be/Wd64xdXLccM>

Forecast – Winter 2020/21



- What to expect?

- Temperature

- Warmer-than-normal conditions extend across the Southern tier of the U.S., with the greatest likelihood in Alaska and from the Pacific Northwest to the Northern Plains.
- Above-average temperatures are also favored for Hawaii and western and northern Alaska.
- Below-normal temperatures are favored in southern Alaska and from the northern Pacific Northwest
- Northern Plains, with equal chances for below-, near- or above-average temperatures in the remaining regions

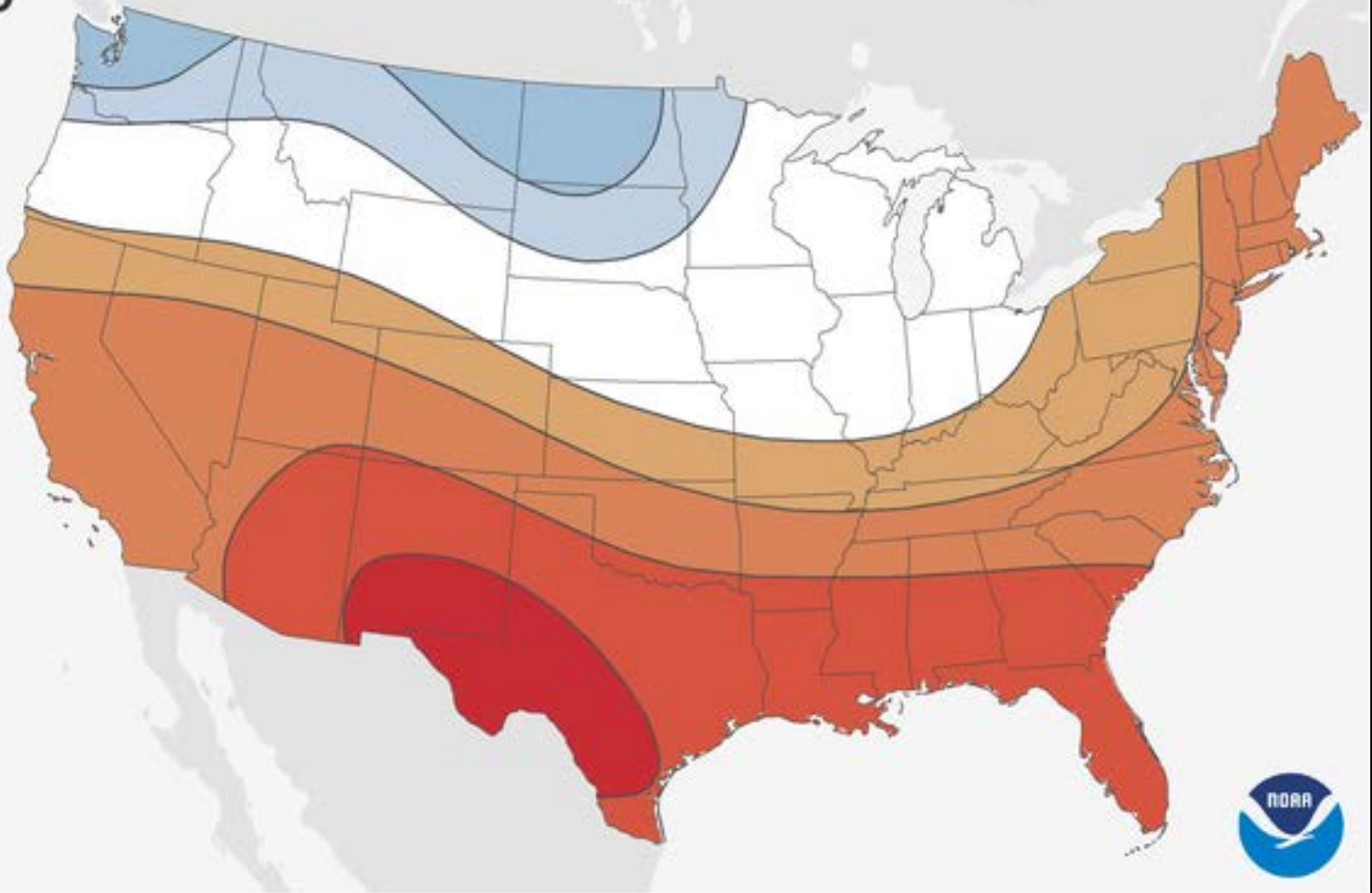


Winter 2020

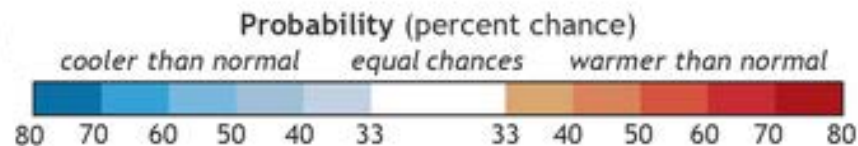
U.S. Temperature Outlook



AK and HI not to scale



Temperature Outlook
for December 2020 – February 2021
Issued 15 October 2020



NWS Climate Prediction Center
Map by NOAA Climate.gov

Forecast – Winter 2020/21



- What to expect?

- Precipitation

- Wetter-than-average conditions are most likely across the northern tier of the U.S., extending from the Pacific Northwest as well as Hawaii and northern Alaska.
- More modest chances for drier conditions are forecast in southern Alaska, and from California across the Rockies, Central Plains and into the Southeast.

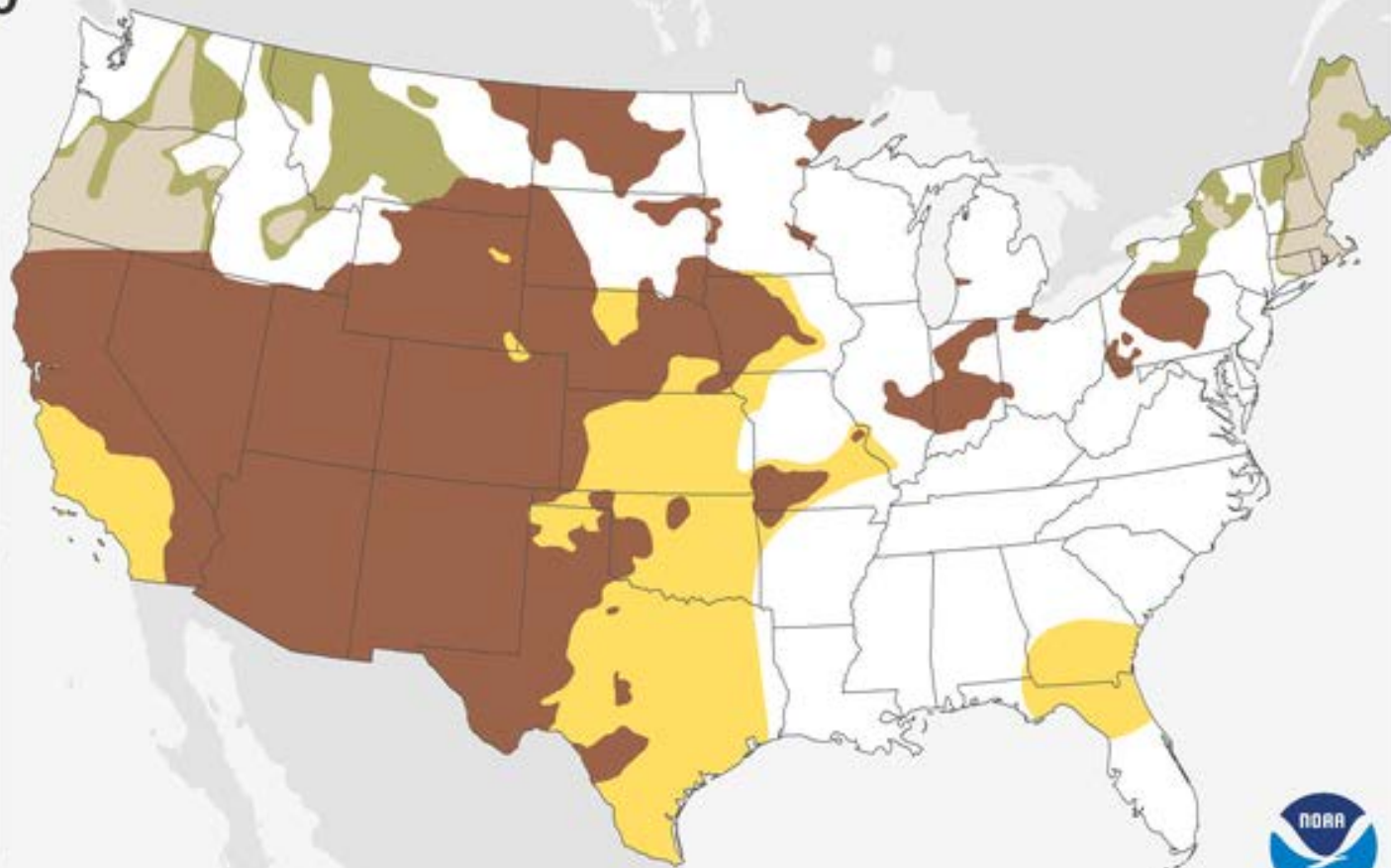


Winter 2020

U.S. Drought Outlook



AK and HI not to scale



Drought Tendency



Drought Outlook
valid through Jan 2021
Issued 15 Oct 2020



Climate.gov
Data: CPC

Forecast – Winter 2020/21



- What to expect?

- Drought

- Widespread, ongoing drought is currently in place across the western half of the continental U.S.
- Drought is also present in parts of the Northeast, Ohio Valley, Hawaii and Alaska.
- The ongoing La Nina is expected to expand and intensify drought across Alaska and Hawaii over the coming months.



Forecast – Winter 2020/21



What about Alaska?



- <https://www.youtube.com/watch?v=grKeACli4uY>

Snow and Ice Control Plan

ACM – Section 7

Juneau International Airport (JNU)
Airport Certification Manual
Section 7: Snow and Ice Control Plan

Airport Certification Manual Section 7 Snow and Ice Control Plan

Juneau International
Airport
(JNU)

Snow Removal Priorities



Reporting of Field Conditions



Takeoff and Landing Performance Assessment (TALPA)

- Initiative aims to reduce the risk of runway overruns
- Method to accurately and consistently determine the runway condition
- Paved runway is not dry
- Beginning October 1, 2016
- Federally obligated airports will use TALPA procedures
- Conduct runway assessments
- Field Condition (FICON) Notices to Airmen (NOTAMs)
- Determine the runway length needed to safely stop for a rejected takeoff or a landing

AC 150-5200-30D



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

Advisory Circular

Subject: Airport Field Condition Assessments
and Winter Operations Safety

Date: 7/29/2016

AC No: 150/5200-30D

Initiated By: AAS-300

1 PURPOSE.

This advisory circular (AC) provides guidance to assist airport operators in developing a snow and ice control plan, assessing and reporting airport conditions through the utilization of the Runway Condition Assessment Matrix (RCAM), and establishing snow removal and control procedures.

2 CANCELLATION.

This AC cancels AC 150/5200-30C, *Airport Winter Safety and Operations*, dated December 9, 2008.

3 APPLICATION.

1. The information contained in this AC provides guidance for the airport operators in the development of plans, methods, and procedures for identifying, reporting, and removal of airport contaminants. The use of this guidance is an acceptable means of compliance, for airports certificated under Title 14 Code of Federal Regulations (CFR) part 139, Certification of Airports. The use of this AC is also a method of compliance for federally obligated airports. Furthermore, use of the specifications in this AC is mandatory for projects funded under the Airport Improvement Program (AIP) or with revenue from the Passenger Facility Charge (PFC) program.
2. For implementation purposes, all certificated airports must submit revised Snow and Ice Control Plans to the FAA no later than September 1, 2016, for approval. The Federal NOTAM System is the primary means of conveying airport condition information by certificated and federally obligated airports. Effective October 1, 2016, the Federal NOTAM System will incorporate the new **reporting criteria and methodology contained in this AC.**

Runway Condition Codes

<https://aopalive.aopa.org/detail/video/5776177179001/safety-tip:runway-conditions?autoStart=true&q=ice>

Runway Condition Assessment Matrix

EXHIBIT 7B

AIRPORT CONDITION ASSESSMENT MATRIX

AIRPORT ID DATE

RUNWAY TIME (24 HR LOC)

ISSUER TEMP. °C / °F CIRCLE

Reported to ☐ ATC ☐ FSS OAT WARMER THAN 5°F (-15°C)? Y / N

COVERAGE		DEPTH (inches)	CONTAMINANTS	RWY COND. CODE
LOCATION	% Coverage "X" if ≤ 25%			
TOUCHDOWN				
MIDPOINT				
ROLLOUT				

ASSESSMENT CRITERIA REFERENCE		Mu (μ)
RWY COND./CONTAMINANT	CODE	
➤ Dry	6	40 and Higher
➤ Frost	5	
➤ ½ inch or LESS: <ul style="list-style-type: none">▪ Wet/Water▪ Slush▪ Snow (Dry or Wet)		
➤ Compact Snow Temp≤5°F/-15°C		
➤ Compact Snow Temp>5°F/-15°C	3	39 to 30
➤ Snow (Dry or Wet)		
➤ Snow (Dry or Wet) over Compact Snow		
➤ Slippery When Wet	2	29 to 21
➤ Greater (>) than ½ inch: <ul style="list-style-type: none">▪ Water▪ Slush		
➤ Ice		
➤ Wet Ice (Water Over Ice)	0	20 or lower
➤ Slush Over Ice		
➤ Water Over Compact Snow		
➤ Snow (Dry / Wet) Over Ice		

See AC 150/5200-30

Mu (μ)

TOUCHDOWN MIDPOINT ROLLOUT

Type: ☐ Tapley ☐ TES MK3 DECEL

UPGRADE/DOWNGRADE CRITERIA:

☐ Mu (μ) ☐ PIREP

☐ SANDED ☐ Deteriorating /weather cond.

☐ Operator experience ☐ Other

FINAL RUNWAY CONDITION - REPORTED

LOCATION (Based on RWY)	RWY COND. CODE
TOUCHDOWN	
MIDPOINT	
ROLLOUT	

Remarks: _____

Runway Condition Description

Assessment Criteria	
Runway Condition Description	
<ul style="list-style-type: none"> • Dry 	
<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 	
<p>5° F (-15°C) and Colder outside air temperature:</p> <ul style="list-style-type: none"> • Compacted Snow 	
<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 	
<p>Greater than 1/8 (3mm) inch depth of:</p> <ul style="list-style-type: none"> • Water • Slush 	
<ul style="list-style-type: none"> • Ice ² 	
<ul style="list-style-type: none"> • Wet Ice ² • Slush over Ice • Water over Compacted Snow ² • Dry Snow or Wet Snow over Ice ² 	

Runway Condition Code (RwyCC)

Assessment Criteria	
Runway Condition Description	Code
<ul style="list-style-type: none"> Dry 	6
<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
<p>5° F (-15°C) and Colder outside air temperature:</p> <ul style="list-style-type: none"> Compacted Snow 	4
<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
<p>Greater than 1/8 (3mm) inch depth of:</p> <ul style="list-style-type: none"> Water Slush 	2
<ul style="list-style-type: none"> Ice ² 	1
<ul style="list-style-type: none"> Wet Ice ² Slush over Ice Water over Compacted Snow ² Dry Snow or Wet Snow over Ice ² 	0

Friction Assessment / Downgrade Criteria

Assessment Criteria		Downgrade Assessment Criteria	
Runway Condition Description	Code	Mu (μ) ¹	
• Dry	6	40 or Higher	
<ul style="list-style-type: none"> Frost Wet (Includes Damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: <ul style="list-style-type: none"> Slush Dry Snow Wet Snow 	5		
5° F (-15°C) and Colder outside air temperature: <ul style="list-style-type: none"> Compacted Snow 	4	39	
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (Any depth) over Compacted Snow Greater than 1/8 inch (3mm) depth of: <ul style="list-style-type: none"> Dry Snow Wet Snow 	3	to 30	
Warmer than 5° F (-15°C) outside air temperature: <ul style="list-style-type: none"> Compacted Snow 	2	29	
Greater than 1/8 (3mm) inch depth of: <ul style="list-style-type: none"> Water Slush 	1	to 21	
<ul style="list-style-type: none"> Ice² 	0	20 or Lower	
<ul style="list-style-type: none"> Wet Ice² Slush over Ice Water over Compacted Snow² Dry Snow or Wet Snow over Ice² 			

Physics 101 - Friction

- Energy of friction

$$E_{th} = \int_C \mathbf{F}_{\text{fric}}(\mathbf{x}) \cdot d\mathbf{x} = \int_C \mu_k \mathbf{F}_n(\mathbf{x}) \cdot d\mathbf{x}$$

How is Friction Measured?

- What is a μ
- **Mu** (uppercase **M**, lowercase **μ** ;) is the 12th letter of the Greek alphabet. In the system of Greek numerals it has a value of 40. Mu was derived from the Egyptian hieroglyphic symbol for water.
- It denotes “coefficient of friction” and is also used in aviation as braking coefficient.

Vehicle Deceleration /Directional Control

Assessment Criteria		Downgrade Assessment Criteria	
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation
<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) 1/8 inch (3mm) depth or less of: <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.
5° F (-15°C) and Colder outside air temperature: <ul style="list-style-type: none"> Compacted Snow 	4		Braking deceleration OR directional control is between Good and Medium.
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (Any depth) over Compacted Snow Greater than 1/8 inch (3mm) depth of: <ul style="list-style-type: none"> Dry Snow Wet Snow Warmer than 5° F (-15°C) outside air temperature: <ul style="list-style-type: none"> Compacted Snow 	3	39 to 30	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.
Greater than 1/8 (3mm) inch depth of: <ul style="list-style-type: none"> Water Slush 	2	29 to 21	Braking deceleration OR directional control is between Medium and Poor.
<ul style="list-style-type: none"> Ice ² 	1		Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.
<ul style="list-style-type: none"> Wet Ice ² Slush over Ice Water over Compacted Snow ² Dry Snow or Wet Snow over Ice ² 	0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.

Braking Action Pilot Reports

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) ¹	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	40 or Higher	---	---
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: • Slush • Dry Snow • Wet Snow	5		Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	4	39	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow Greater than 1/8 inch (3mm) depth of: • Dry Snow • Wet Snow Warmer than 5° F (-15°C) outside air temperature: • Compacted Snow	3	to 30	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 (3mm) inch depth of: • Water • Slush	2	29	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice ²	1	to 21	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice ² • Slush over Ice • Water over Compacted Snow ² • Dry Snow or Wet Snow over Ice ²	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

AIRPORT CONDITION ASSESSMENT MATRIX

AIRPORT ID **JNU** DATE

RUNWAY TIME (24 HR LOC)

ISSUER TEMP. °C / °F CIRCLE

Reported to ☐ ATC ☐ FSS OAT WARMER THAN 5°F (-15°C)? Y / N

COVERAGE		DEPTH (inches)	CONTAMINANTS	RWY COND. CODE
LOCATION	% Coverage "X" if ≤ 25%			
TOUCHDOWN				
MIDPOINT				
ROLLOUT				

ASSESSMENT CRITERIA REFERENCE		Mu (μ)
RWY COND./CONTAMINANT	CODE	
➤ Dry	6	40 and Higher
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➤ ⅛ inch or <u>LESS</u> : <ul style="list-style-type: none">▪ Wet/Water▪ Slush▪ Snow (Dry or Wet)		
➤ Compact Snow Temp≤5°F/-15°C		
➤ Compact Snow Temp>5°F/-15°C	3	39 to 30
➤ Snow (Dry or Wet)		
➤ Snow (Dry or Wet) over Compact Snow		
➤ Slippery When Wet	2	29 to 21
➤ Greater (>) than ⅛ inch: <ul style="list-style-type: none">▪ Water▪ Slush		
➤ Ice		
➤ Wet Ice (Water Over Ice)	0	20 or lower
➤ Slush Over Ice		
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➤ Snow (Dry / Wet) Over Ice		

See AC 150/5200-30

Mu (μ)

TOUCHDOWN MIDPOINT ROLLOUT

Type: ☐ Tapley ☐ TES MK3 DECEL

UPGRADE/DOWNGRADE CRITERIA:

☐ Mu (μ) ☐ PIREP _____

☐ SANDED _____

☐ Operator experience ☐ Deteriorating /weather cond.

☐ Other _____

FINAL RUNWAY CONDITION - REPORTED

LOCATION (Based on RWY)	RWY COND. CODE
TOUCHDOWN	
MIDPOINT	
ROLLOUT	

Remarks: _____

NOTAM (NOTAM Manager)



Federal Aviation
Administration

Production

NOTAM Manager | Feature Manager | Reports | User Administration | My Profile | Preferences | Feedback | Help | Logout

Digital - AIM | NOTAM - Manager

Scott Rinkenberger | OCT 29 2016 SAT 2037 UTC

New Cancel Replace Copy Edit Delete Error Check Save Change Log Submit

Search X

Filters		NOTAM Summary					Rows: 50	Page: 1	Go Page 1 of 1
Airports		Feature	Condition	Number	Start Date UTC	End Date UTC	Status		
JNU-Juneau Intl		Runway	JNU RWY 08 RWY END ID LGT OUT OF SERVICE 1601181330-1701191330...	01/291	01/18/2016 1330	01/19/2017 1330	Active		
		Apron	JNU APRON ALL FICON WET OBSERVED AT 1610291625-1610291626-1610301626...	10/127	10/29/2016 1626	10/30/2016 1626	Active		
Keyword: All 4,0		Taxiway	JNU TWY ALL FICON WET OBSERVED AT 1610291625-1610291625-1610301625...	10/126	10/29/2016 1625	10/30/2016 1625	Active		
Aerodrome		Runway	JNU RWY 08 FICON 5/5/5 100 PRCT WET OBSERVED AT 1610291625-1610291625-1610301625...	10/125	10/29/2016 1625	10/30/2016 1625	Active		
Apron 1,0		Apron	JNU APRON ALL FICON WET OBSERVED AT 1610281724-1610281724-1610291724...	10/123	10/28/2016 1724	10/29/2016 1724	Cancelled		
Obstruction		Taxiway	JNU TWY ALL FICON WET OBSERVED AT 1610281723-1610281723-1610291723...	10/122	10/28/2016 1723	10/29/2016 1723	Cancelled		
Runway 2,0		Runway	JNU RWY 08 FICON 5/5/5 100 PRCT WET OBSERVED AT 1610281723-1610281723-1610291723...	10/124	10/28/2016 1723	10/29/2016 1723	Cancelled		
Taxiway 1,0		Runway	JNU RWY 08 JNUA RLLS OUT OF SERVICE 1610281700-1610290400...	10/120	10/28/2016 1700	10/29/2016 0400	Cancelled		
Status		Taxiway	JNU TWY ALL FICON WET OBSERVED AT 1610280045-1610280046-1610290046...	10/118	10/28/2016 0046	10/29/2016 0046	Cancelled		
All 17		Apron	JNU APRON ALL FICON WET OBSERVED AT 1610280046-1610280046-1610290046...	10/119	10/28/2016 0046	10/29/2016 0046	Cancelled		
Active 4		Runway	JNU RWY 08 FICON 5/5/5 100 PRCT WET OBSERVED AT 1610280045-1610280045-1610290045...	10/117	10/28/2016 0045	10/29/2016 0045	Cancelled		
Activation In Progress 2		Apron	JNU APRON ALL FICON WET OBSERVED AT 1610271745-1610271745-1610281745...	10/116	10/27/2016 1745	10/28/2016 1745	Cancelled		
Cancelled 10		Taxiway	JNU TWY ALL FICON WET OBSERVED AT 1610271744-1610271744-1610281744...	10/115	10/27/2016 1744	10/28/2016 1744	Cancelled		
Cancellation In Progress 1		Runway	JNU RWY 08 FICON 5/5/5 100 PRCT WET OBSERVED AT 1610271744-1610271744-1610281744...	10/114	10/27/2016 1744	10/28/2016 1744	Cancelled		
Draft		Runway	JNU RWY 08/26 WIP RWY INSPECTION 1610160519-1610170519...	10/026	10/16/2016 0519	10/17/2016 0519	Cancellation In Progress		
Error Activating		Runway	JNU RWY 08 RLLS OUT OF SERVICE 1610131800-1610132330-1610132330...	-	10/13/2016 1800	10/13/2016 2330	Activation In Progress		
Error Cancelling		Runway	JNU RWY 08 RLLS OUT OF SERVICE 1610131800-1610132330...	-	10/13/2016 1800	10/13/2016 2330	Activation In Progress		
Expired									
Activation Faxed									
Cancellation Faxed									
In Queue									

NOTAM (NOTAM Manager)



Scenario Selector

Keyword-All 1.0

- Aerodrome
- Apron 1.0
- Obstruction
- Runway 2.0
- Taxiway 1.0

Runway- Select a Designator

08/26

- RWY 08/26
- RWY 08
- RWY 26
- RWY 08W/26W
- RWY 08W

Select Scenario

- Braking Action
- Closure
- Ground Lighting Status
- Ground Marking Status
- Partial Runway Closure
- Safety Area Status

Hide Map Close Create NOTAM

Mendenhall Wetlands State Game Refuge

Glacier Hwy

Airport Blvd

RWY 08/26

Glacier Gardens Rainforest Adventure

LEMON



Air Traffic Control Tower



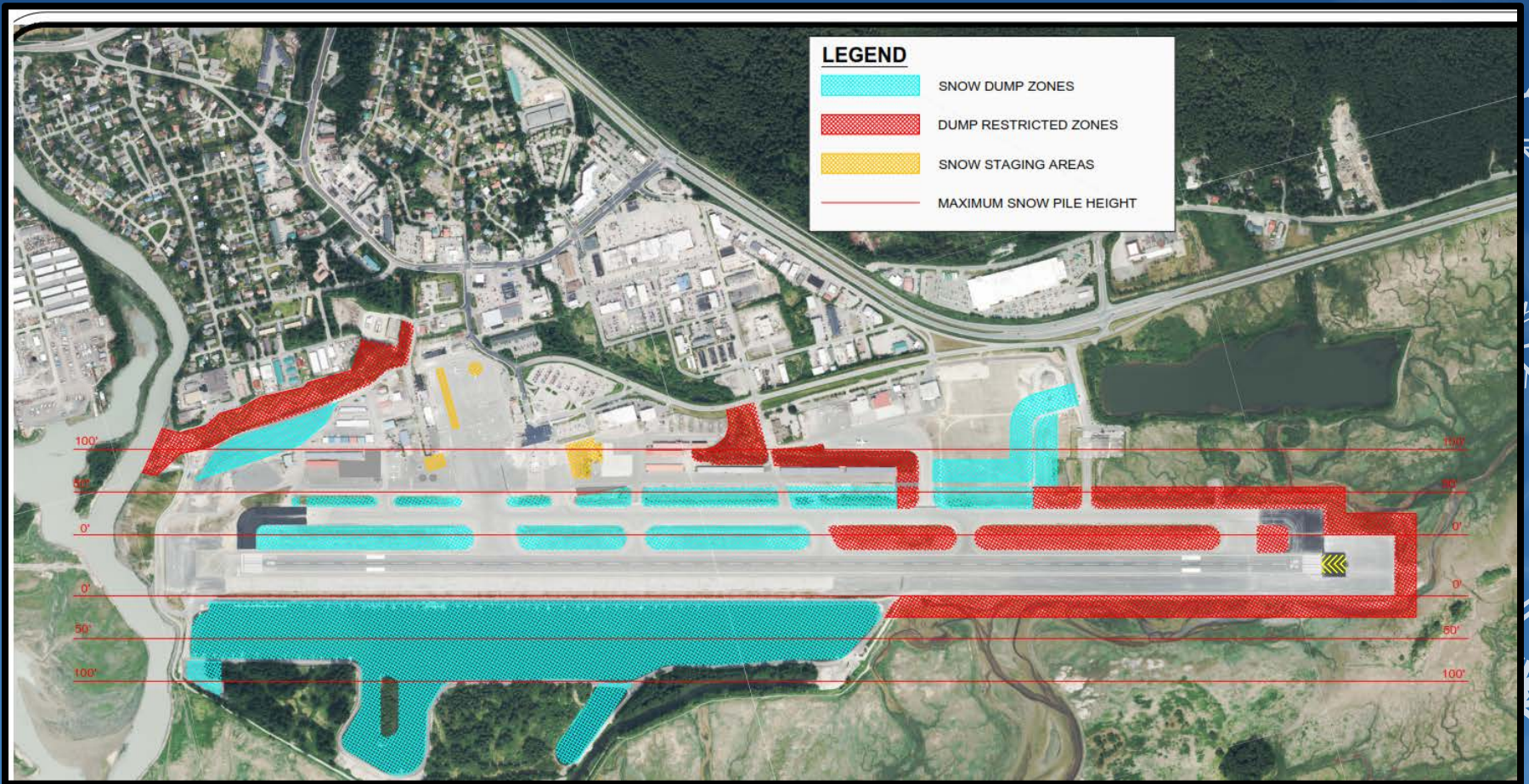
Flight Service Station



Snow/Ice Removal Priorities



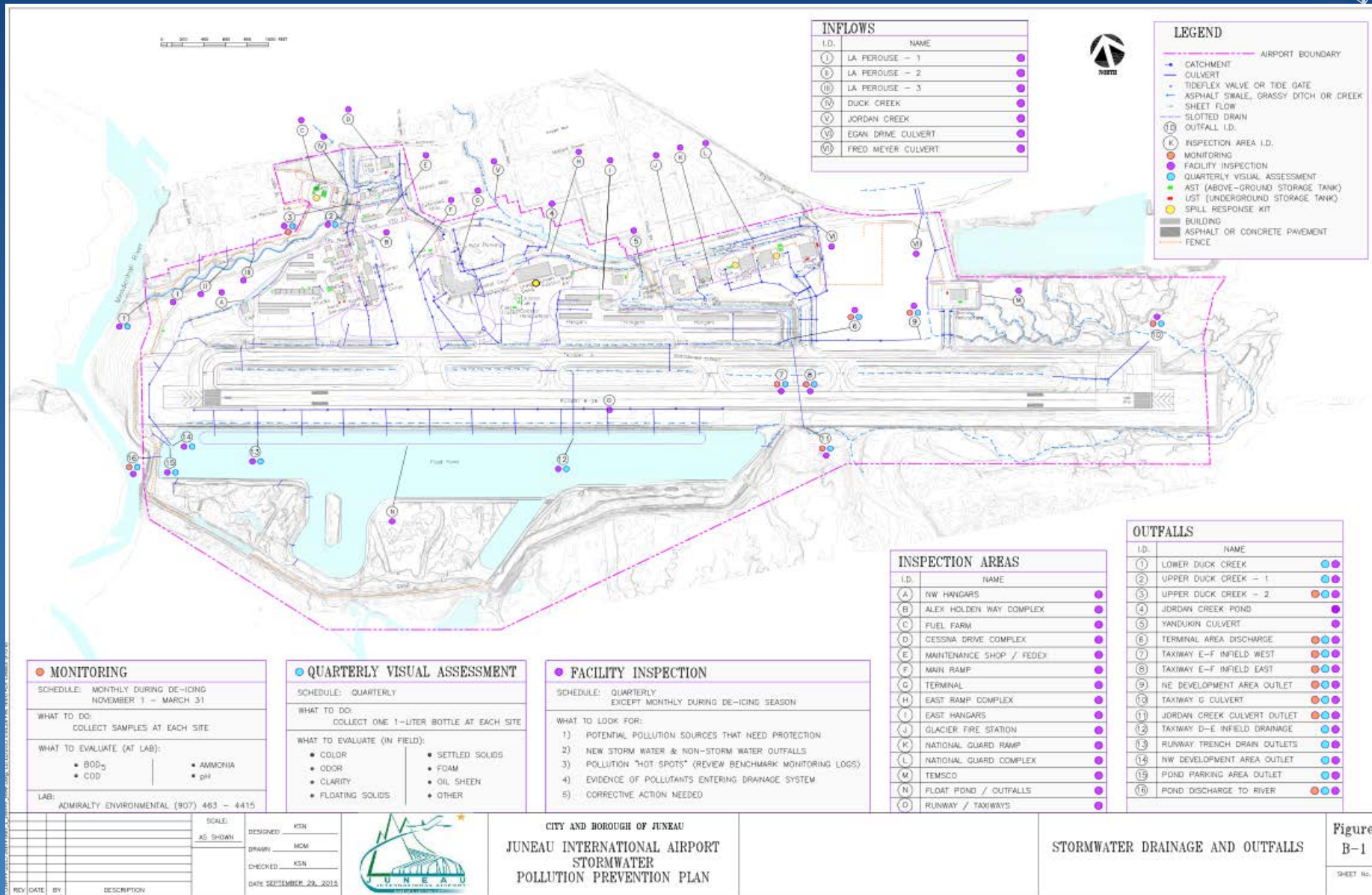
Snow Storage



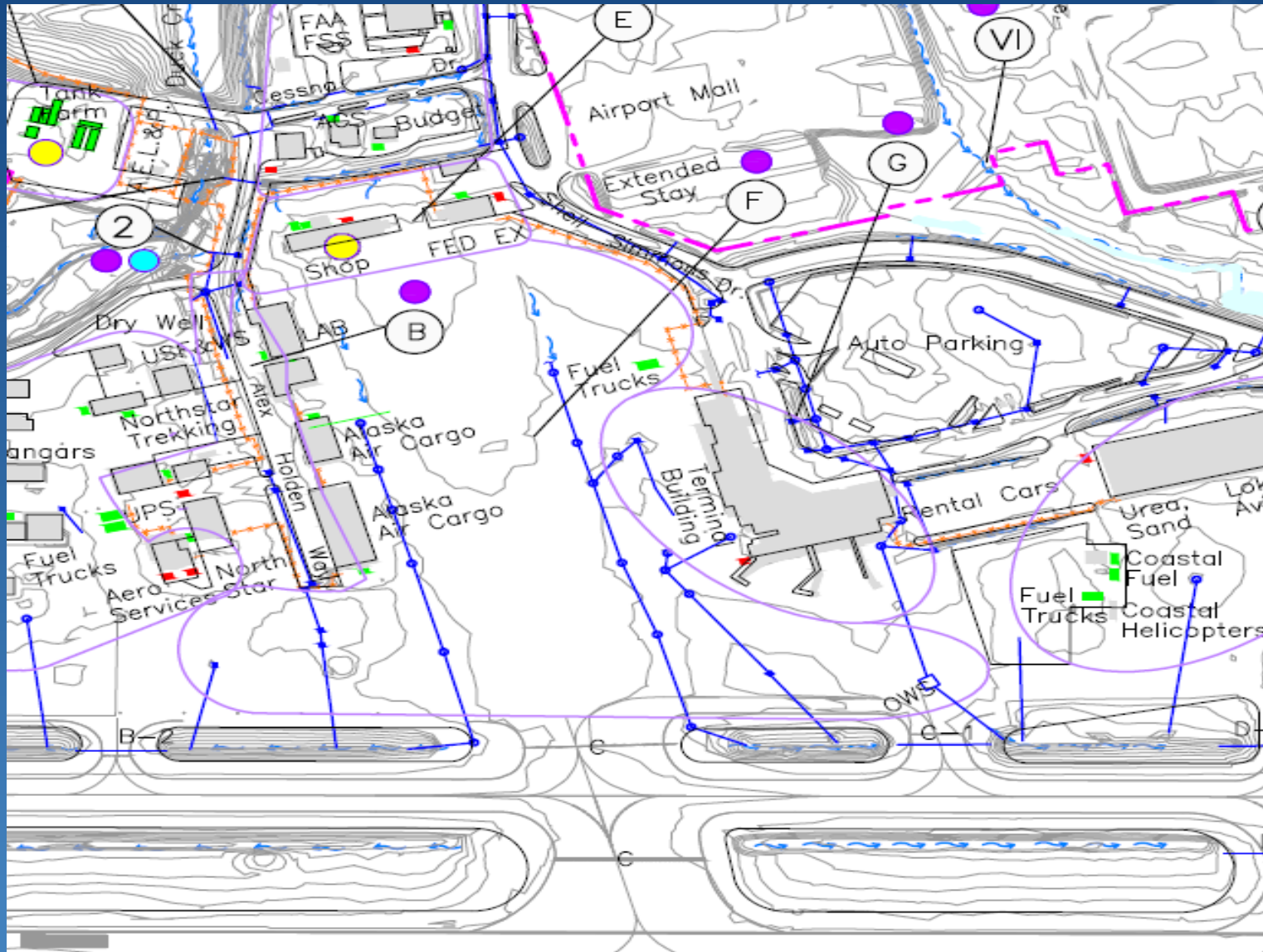
SWPPP – Chemical De-Icing

- Solid Airfield Deicer
 - Sodium Formate / Acetate Blend
- Liquid Airfield Deicer
- No restrictions due to SWPPP

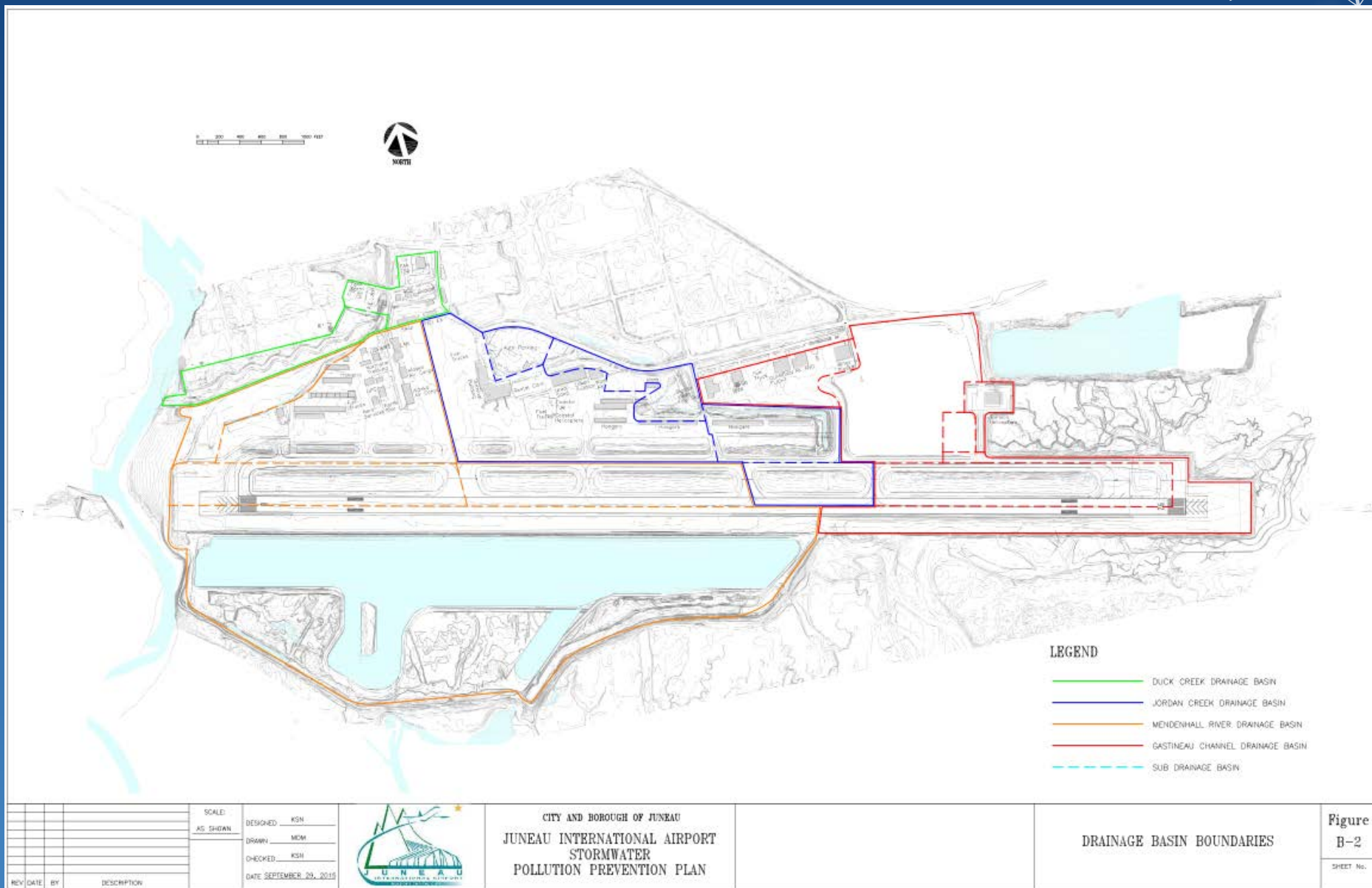
SWPPP – Chemical De-Icing



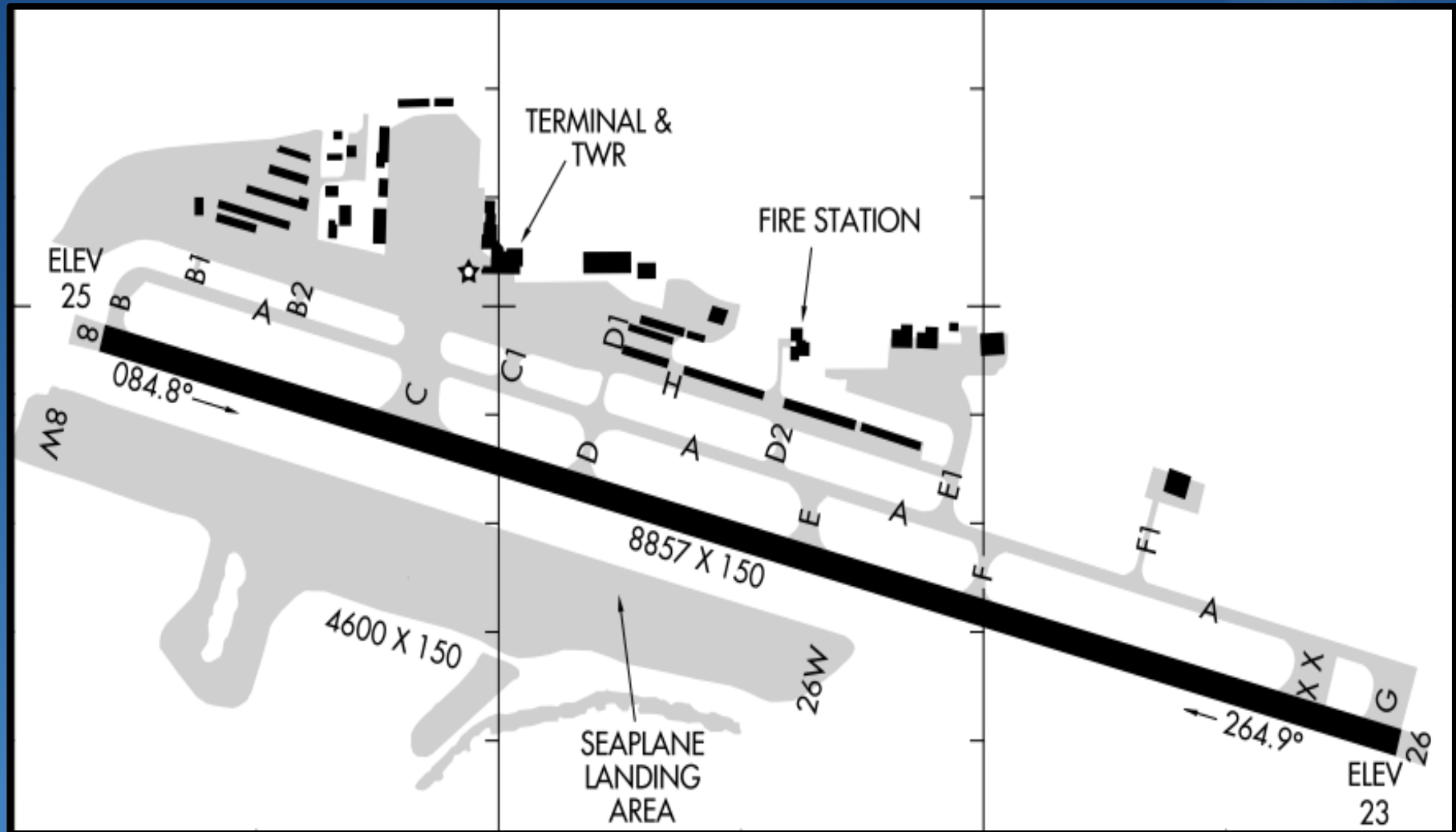
SWPPP – Chemical De-Icing



SWPPP – Chemical De-Icing



Chemical Ice Control



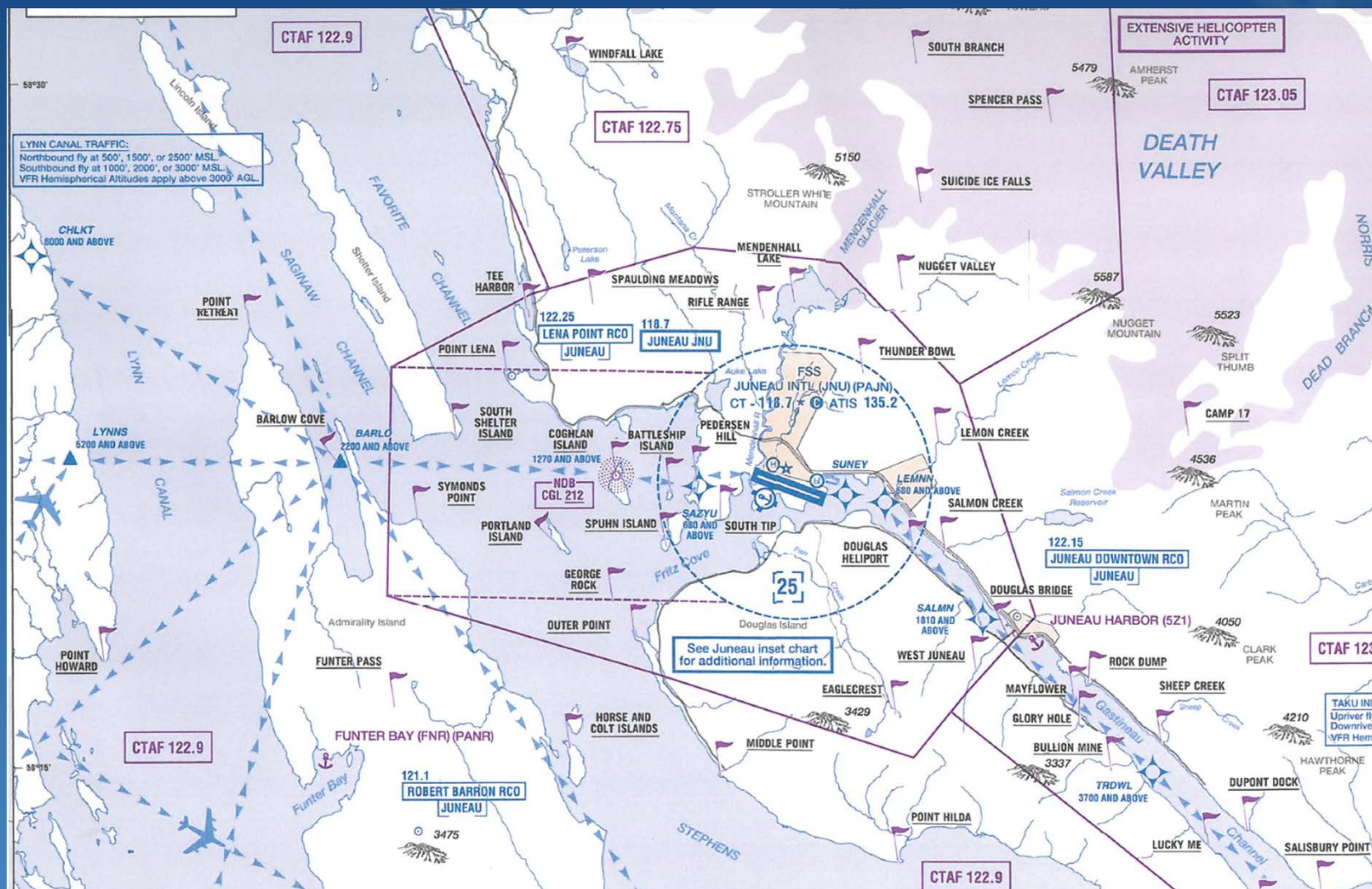
Aircraft De-Icing



Aircraft De-Icing



Approach Chart



Final Approach Reporting Points

- The two main reporting points:

- Treadwell (TRDWL)
- Barlow (BARLO)

- When aircraft report these approach points:

- The aircraft is approximately:

- 9 miles from the airport
- 4 minutes from landing.

Private / Leased Areas

- Snow Plowing
- Fences
- Calling for Removal
 - Lowest priority
 - Repeat Calls



121 Ramp / Jet Bridges

- GSE
- RON Aircraft



135 Ramp

- GSE
- RON Aircraft
- Fuel Trucks



Float Pond

- Closure
- Drain Valve Replacement
- Docks



Towing of Aircraft

- Tug/Vehicle required to have Amber Beacon
- Hours of Darkness / Reduced Visibility
 - Aircraft NAV / Position Lights - ON

Ground Service Equipment & Vehicles

- Terminal Ramp Areas – No POV's Allowed
- Amber Beacons recommended on all ramp vehicles
- Hours of Darkness / Reduced Visibility
 - Restrict Driving on Ramps except for essential operations
 - Use Headlights – Be Seen
- GSE
 - Company Markings
 - Lights / Reflectors
 - Amber Beacon if required (i.e. Fuel Trucks)
 - All Operators – GSE / Vehicle Inspections

Airfield Operations

- Winter Schedule:

- Morning Shift: 0500 – 1500
- Day Shift: 0800 – 1700
- Night Shift: 1700 – 0300
- Snow/Weather Event: 24/7

- Contact Numbers:

- Airfield Office/Shop: 907-789-4001
- Aaron Dean (Morning): 907-388-7783
- Rebecca Lyons (Night): 907-500-8234
- Scott Rinkenberger: 907-321-3803



Questions?

