

# *Elmendorf Aero Club*

P.O. Box 292  
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## **PIF 09 - 12**

### **Elmendorf Aero Club Winter Operations Deep / Heavy Snow Procedures**

**28 Nov 2009**

The diagram that accompanies this cover sheet is the directive as to how aircraft are to be parked and taxied during heavy snow fall when minimal plowing has taken place. The Elmendorf Aero Club does not have a high priority when it comes to the plowing of the ramp. As you might guess the runways and required taxiways are to be taken care of first. When able the snow will be removed from our ramp and parking area. When a Deep / Heavy Snow takes place it will be as long as a week before we will be able to operate normally concerning our area. The pilots must be aware of this situation during winter operations (1 Oct – 15 May).

As outlined in the diagram there is a place where aircraft are temporarily parked prior to departure and after arrival. This will allow safety when moving aircraft into and out of the hangar, along with the hangar door operation.

The traffic pattern should move in a counter clockwise rotation always moving toward taxiway “P”.

All taxi areas are one way, never should anyone taxi to the right, left turns only please.

One avenue of taxi would be to leave the temporary parking for departure and taxi either to fuel the aircraft or to the run up area across taxiway “P”.

Another avenue of taxi is after fueling if the aircraft is to return to the hangar for temporary loading, etc, to taxi from the fuel station to taxiway “P”, turn left and taxi to the arrival taxi area, then to taxi back to the departure parking. In this way all remains organized and flowing.

All arriving aircraft should taxi into the temporary parking position awaiting entry into the hangar. Parking should take place far enough away from the hangar that door operation will not interfere with the safety of the aircraft.

This procedure is to assist in the organization of aircraft, to maximize aircraft availability, and minimize aircraft congestion and is only temporary until such time total plowing takes place.

When normal area clearing has taken place then all procedures from **PIF 09 – 09** and **09 – 11** are in effect.

The last safety item is a reminder if taxi limitations – **In Accordance With SOP 3.30.1 – Aircraft Are Not To Be Operated** more than ½ inch of slush, more than two inches of snow, or more than two inches of tire sink into mud, sand, gravel, or wet snow.

**This PIF is to be in effect until 30 May 2010.**

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