Dallas Love Field Airport

Snow and Ice Control Plan

Original Date: April 30, 2009
Revision Date: November 25, 2025

Federal Aviation Administration
Southwest Region Airports Division

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Phase 1 – Pre and Post Winter Season Topics

Chapter 1 – Pre-Season Actions

Airport Preparation

1. Airport Management Meetings
   a. The Airport Operations Manager(s) will initiate a meeting usually in the month of October to discuss equipment and material inventory, repair needs, staffing, training, previous years' issues, and any other topics associated with snow and ice control and its plan.

2. Personnel Training
   a. All Department of Aviation personnel involved with snow and ice control measures receive annual, recurrent snow removal training. All training for airport personnel is overseen and training maintained by the appropriate Division Manager.

   b. Airport Operations oversees the training of Airport Operations and Field Maintenance personnel in the areas of:
      i. Information contained in SICP
      ii. Airfield priorities
      iii. Acceptable chemicals
      iv. Communications
      v. Condition reporting & NOTAMs
      vi. Runway Incursion
      vii. Aircraft deicing locations
      viii. Operation and use of friction measuring equipment

   c. The Field Maintenance Manager, or designee, will oversee the training of Field Maintenance personnel in the areas of:
      i. Equipment operation
      ii. Material handling and application

3. Equipment Preparation
   a. DAL uses a Halliday Technologies RT3 as the primary friction measuring device. An electronic Bowmonk AFM2 is available as a backup friction measuring device.
   b. Typically, in October, the Department of Aviation, Field Maintenance Division, will inspect and prepare each piece of snow removal equipment. Required fluids, replacement parts, and snow removal equipment components will be inventoried and stockpiled.

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Snow and Ice Control Committee (SICC) Meetings

1. The Airport has developed a Snow and Ice Control Committee (SICC) to provide feedback and make recommendations to snow and ice removal operations and Snow and Ice Control Plan (SICP) updates at Dallas Love Field. The SICC is chaired by the Airport Operations Superintendent, or designee, and includes:
    a. Assistant Director of Aviation – Operations
    b. Airport Operations Manager(s)
    c. Airport Environmental Manager
    d. Field Maintenance Manager
    e. DAL FAA Air Traffic Control
    f. Air Carriers serving DAL (operations and pilot representatives whenever possible)
    g. FBO's located at DAL
    h. Airport support contractors (when applicable)
    i. Other tenants/organizations

2. Tenants and airport users not able to participate in the SICC are provided minutes and notified of all changes and provided the opportunity to comment.

3. Prior to the winter season, the Airport will begin notifying tenants and airport users to review and provide comments to be discussed at the season kick-off meeting in October.

4. The following topics should be discussed in the SICC meeting(s):
    a. Airport Operations Discussion Topics:
        i. Airfield priorities
        ii. Any new airfield infrastructure
        iii. Airfield construction
        iv. Approved airside materials (chemicals, sand, etc.) to be used on pavements
        v. Clearing operations and follow-up airfield assessments
        vi. Air carrier operating limitations
        vii. Potential for pilot or vehicular runway incursions or incidents
        viii. Response time to keep runways, taxiways and ramp areas operational
        ix. Monitoring and updating of runway surface conditions
        x. Issuance of NOTAMS and dissemination to ensure timely notification
        xi. Equipment inventory
        xii. Streamline decision making process
        xiii. DAL Snow Control Center (SCC)
            1. Weather updates
            2. Conference calls

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3. Partners Portal Web Page

xiv. Communication, terminology, frequencies, and procedures
xv. Snow hauling/disposing; snow dumps
xvi. Changes to contract service for clearing ramps
xvii. New runoff requirements for containment or collection
xviii. Procedures for storm water runoff mitigation

b. Air Carrier Ground Deicing/Anti-Icing Programs:
   i. Assessing all air carrier deicing programs by reviewing airport surface flow strategies; reviewing ground time and takeoff clearances after deicing; analyzing and adjusting airplane deicing plans,
   ii. Maximizing efficiency of operations during icing conditions by identifying locations for airplane deicing; planning taxi routes to minimize ground times; developing rates for deiced departures; allocating departure slots; determination of airport deicing crew needs; verifying communications.

c. Any requirements for contaminant/collection of deicing/anti-icing agents.

Chapter 2 – Post Event/Season Actions

Post Event

1. During or after snow events, airport management typically host a meeting with the appropriate SICC members to discuss response performance and any issues that may have arisen from the event.

2. All members of the SICC are encouraged to provide feedback to airport management before, during, or following each snow event.

3. All members of the SICC are encouraged to provide feedback to airport management before, during, or following each snow event.

Post Season

1. After each snow season a SICC meeting will be held, typically in April, to review the snow season issues and recommendations for changes. The same topics as pre-season will also be reviewed.
2. At the conclusion of each season's activities:
   a. Airport Operations will:
      i. Inspect and coordinate repairs to all snow removal equipment,
      ii. Inventory all materials and plan for replenishing as necessary,
      iii. Review snow removal support contract.

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b. Field Maintenance will:
    i. Inspect and coordinate repairs to all snow removal equipment,
    ii. Inventory all materials and plan for replenishing as necessary,
    iii. Review snow removal support contract.
c. Airport Environmental will:
    i. Prepare any required reports regarding chemicals used during the season.
d. Air Carriers:
    i. Inventory and arrange for replenishing materials used to maintain pavement and aircraft deicing,
    ii. Review support contracts as necessary.

Phase 2 – Winter Storm Actions and Procedures

Chapter 3 – Snow Removal Criteria

Activating Snow Removal Personnel

The Department of Aviation will provide sufficient and qualified personnel to comply with the airport's Airport Certification Manual and the requirements of § 139.303.

1. Weather Forecasting
    a. The Airport Operations Division is responsible for monitoring current and forecasted weather conditions.

    b. The Airport Operations Division uses various sources of information to develop the most accurate local weather forecast for the airport. The sources include:
        i. DTN WeatherSentry
        ii. National Weather Service Information
        iii. Local News/Weather Sources

    c. Vaisala Pavement Temperature Sensors for Runway 13R/31L.

2. Chain of Command
    a. Overall responsibility to initiate snow and ice control operations resides with the Director of Aviation, or designee.

3. Triggers for Initiating Snow Removal Operations
    a. Snow and ice control operations will begin as soon as possible when contaminants begin accumulating on pavement surfaces.

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Personnel Responsibilities

1. Airport Operations
    b. Coordinating and executing the overall Snow and Ice Control Plan
    c. Determining airfield priorities based on operational concerns.
    d. Monitoring current and forecasted weather conditions and disseminating or coordinating the dissemination of the weather information.
    e. Monitoring and reporting on current airfield conditions.
    f. Monitoring and reporting airline status (this task may be delegated to the Airport Communications Center if Airport Operations is actively engaged in Snow and Ice Control measures.)

2. Field Maintenance
    a. Responsible for performing the snow and ice control activities, both airside and landside. This includes chemical application, physical removal, and cleanup/breakdown after an event.
    b. Responsible for the coordination and oversight of snow/ice/other weather-related debris removal during an event.

Snow Control Center (SCC)

The Snow Control Center (SCC) is responsible for the coordination of snow and ice control activities. The primary SCC is in the Airport Observation Tower, which is located on top of the Main Terminal. However, the SCC may be in any other building of the airport that has been determined to be appropriately suited for such a task, by the Director of Aviation; or the SCC may be in a Department of Aviation vehicle for rapid mobility. The SCC will be staffed by trained and qualified Airport Operations and, at a minimum, perform the following functions:

a. Manage snow clearing operations
b. Serves as the primary source for initiating field condition reports and closures within the AOA
c. Informs the FAA Airport Traffic Control Tower (ATCT), Air Carriers, Air Taxis, and other users of airport conditions
d. Issues and cancels NOTAMs

Airfield Clearing Priorities

DAL will utilize two different priority maps, Map A and Map B (see Appendix 1). Airport Operations will coordinate with the FAA ATCT, Field Maintenance, and air carriers to determine which map will be used for snow events.

1. Priority Map A
    a. Priority 1
        i. Runway 13R/31L
        ii. Taxiway C full length

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iii. Taxiways C1, C7, C8, and C10
iv. C3 and C4 (South Flow Only)
v. C7 between Taxiway L and RWY 13R/31L and Taxiway C9 (North Flow Only)
vi. Taxiway L between Taxiway C7 and Taxiway D
vii. Taxiway L1
viii. Taxiway D full length
ix. Taxiway R full length
x. Taxiway G full length
xi. Taxiway F full length
xii. Taxiway B between Taxiway F and Taxiway B3
xiii. Taxilane K
xiv. Taxilane W

b. Priority 2
i. Runway 13L/31R
ii. Taxiway A full length
iii. Taxiway A1 and A6
iv. Taxiway A2 (South Flow Only)
v. Taxiway A5 (North Flow Only)
vi. Taxiway M1 and M6
vii. Taxiway M5 (North Flow Only)
viii. Taxiway M2 and B2 (South Flow Only)
ix. Taxiway B between Taxiway M1 and Taxiway B3
x. Taxiway B between Taxiway F and Taxiway M6

c. Priority 3
i. All remaining Taxiways and Taxilanes
ii. Aircraft Maintenance Runup Areas
iii. Vehicle Surface Road (VSR)
iv. Emergency Response/ ARFF Mutual Aid Access Routes (Gate 100)
v. All remaining areas as needed

2. Priority Map B
a. Priority 1
i. Runway 13L/31R
ii. Taxiway A full length
iii. Taxiway A1 and A6
iv. Taxiway A2 (South Flow Only)
v. Taxiway A5 (North Flow Only)
vi. Taxiway M1 and M6
vii. Taxiway M5 (North Flow Only)
viii. Taxiway M2 and B2 (South Flow Only)

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ix. Taxiway B full length
x. Taxiway D full length
xi. Taxiway R full length
xii. Taxiway G full length
xiii. Taxiway F full length
xiv. Taxiway L between Taxiway C7 and Taxiway D
xv. Taxiway L1
xvi. Taxiway C7 between Taxiway L and Taxiway C
xvii. Taxilane K
xviii. Taxilane W

b. Priority 2
   i. Run Runway 13R/31L
   ii. Taxiway C full length
   iii. Taxiways C1, C8, and C10
   iv. Taxiways C3 and C4 (South Flow Only)
   v. Taxiway C7 between Taxiway C and Runway 13R/31L and Taxiway C9 (North Flow Only)

c. Priority 3
   i. All remaining Taxiways and Taxilanes
   ii. Aircraft Maintenance Runup Areas
   iii. Vehicle Surface Road (VSR)
   iv. Emergency Response/ ARFF Mutual Aid Access Routes (Gate 100)
   v. All remaining areas as needed

9¡ Other Areas
   a. Terminal and ramp areas (gate areas are the responsibilities of the airlines)
   b. ARFF Emergency Access Route – Station 21 Ramp entrance
   c. De-Ice Pad(s)

Airfield Clearance Times

DAL will have sufficient equipment to comply with the clearing requirements found in AC 150/5200-30, current edition.

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

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)].

Footnote 1: These airports should have sufficient equipment to clear 1 inch (2.54 cm) of falling snow weighing up to 25 lb/ft^3 (400 kg/m^3) from Priority 1 areas within the targeted clearance times.

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Snow Equipment List

Appendix 2 contains a list of all airport owned/operated snow and ice control equipment.

Storage of Snow and Ice Control Equipment

All snow brooms, liquid applicators, and towing vehicles are stored in a heated building. Plows, snow blowers, and other equipment are stored in outside covered areas. All snow and ice control equipment are maintained by Department of Aviation personnel.

Definitions

1. Ash is a grayish white to black solid residue of combustion normally originating from pulverized particulate matter ejected by volcanic eruption.

2. Compacted.snow is 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 compressed snow can be picked up by hand, it will hold together or can be broken into smaller chunks rather that 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.

3. Contaminants are deposits such as frost, any snow, slush, ice, or water on an airport pavement where the effects could be detrimental to the friction characteristics of the pavement surface.

4. Contaminated.Runway

   a. For purposes of generating a runway condition code and airplane performance, a runway is considered contaminated when more than 25 percent of the overall runway length and width coverage or cleared width is covered by frost, ice, or any depth of snow, slush, or water.

   b. When runway contaminants exist, but overall coverage within the area of the runway that is being maintained is 25 percent or less, the contaminants will still be reported. However, a runway condition code will not be generated.

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Note: While mud, ash, sand, and oil are reportable contaminants, there is no associated airplane performance data available for these contaminants and no Runway Condition Code (RwyCC) will be reported. Mud is the only contaminant in this reference where a measured depth is reportable.

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, Friction Level Classification for Runway Pavement Surfaces, of AC150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces.

1. Dry.Runway–Pavement¡.Use the term "DRY" to describe runway/pavement surfaces that are neither wet nor contaminated. A FICON NOTAM must not be originated for the sole purpose of reporting a dry runway. A dry runway surface should be reported only when there is need to report conditions on the remainder of the surface.

6. Dry.snow is snow that has insufficient free water to cause it to stick together. This generally occurs at temperatures well below 32° F (0° C). If when making a snowball, it falls apart, the snow is considered dry.

7. 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.

4. FICON.(Field.Condition.Report)¡ A FICON is a Notice to Airmen (NOTAM) generated to reflect pavement surface conditions on runways, taxiways, and aprons and Runway Condition Codes (RwyCCs) if greater than 25 percent of the overall runway length and width coverage or cleared width of the runway is contaminated.

5. Frost.consists of ice crystals formed from airborne moisture that condenses on a surface whose temperature is below freezing. 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 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.

76¡ Ice is the solid form of frozen water including ice that is textured (i.e., rough or scarified ice).

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

77¡ Layered.Contaminant¡.A layered contaminant is a contaminant consisting of two overlapping contaminants. The RCAM identifies the approved list of layered contaminants, including:

a¡ Dry Snow over Compacted Snow
b¡ Wet Snow over Compacted Snow
c¡ Slush over Ice
d¡ Water over Compacted Snow
e¡ Dry Snow over Ice
f¡ Wet Snow over Ice

78¡ Mud is wet, sticky, soft earth material.

79¡ Multiple.contaminants are a combination of contaminants (as identified in the RCAM) observed on paved surfaces. When reporting multiple contaminants, only the two most prevalent contaminants are reported. When reporting on runways, up to two contaminant types may be reported for each runway third. The Runway Condition Code (when applicable) will be based on the most hazardous contaminant, when both contaminants are not from the same category in the RCAM. 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:

a¡ Single contaminant and Layered contaminant.
'Wet' and 'Wet Snow over Compacted Snow'
b¡ Single contaminant and Single contaminant.
'Wet Snow' and 'Slush'
c¡ Layered contaminant and Layered contaminant.
'Dry Snow over Compacted Snow' and 'Dry Snow over Ice'

14. Oil is a viscous liquid, derived from petroleum or synthetic material, especially for use as a fuel or lubricant.

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15. Patchy. A description that can be associated with a contaminant covering 25 percent or less of the reported portions of a taxiway, apron, or heliport. Patchy cannot be used to describe contaminants on any runway.

16. Runways.(Primary.and.Secondary).

    a. Primary. Primary Runways are runways being actively used or expected to be used during existing or anticipated adverse meteorological conditions, where the majority of the takeoff and landing operations will take place.

    b. Secondary. Secondary runways are runways that support a primary runway and is less operationally critical. Takeoff and landing operations on such a runway are generally less frequent than on a primary runway. Snow removal operations on these secondary runways should not occur until Priority 1 surfaces are satisfactorily cleared and serviceable.

7❸¡ Runway.Condition.Assessment.Matrix.(RCAM)¡.The RCAM is the tool (Table 5-2) by which an airport operator will assess a runway surface when contaminants are present.

7❹¡ Runway.Condition.Code.(RwyCC). Runway Condition Codes describe runway conditions based on defined contaminants for each runway third. Use of RwyCCs harmonizes with ICAO Annex 14, providing a standardized “shorthand” format (e.g., 4/3/2) for reporting. Pilots use RwyCCs to conduct takeoff and landing performance assessments. Airports report RwyCCs based on the direction of the assessment which can apply in reverse for aircraft operating from the opposite direction.

    Note: Report only one set of RwyCCs per runway. For example, do not report two runway condition reports (one from each end) for a runway as this may cause confusion for pilots and unnecessarily saturates the NOTAM system.

19. Sand is a sedimentary material, finer than a granule and coarser than silt.

86¡ Slippery.When.Wet.Runway¡.

    a. For runways where a friction survey (conducted for pavement maintenance) indicates the averaged Mu value at 40 mph on the wet pavement surface failed to meet the minimum friction level classification specified in AC 150/5320-12, Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces, the airport operator must reports via the NOTAM system a RwyCC of ‘3’ for the entire runway (by thirds: 3/3/3) when the runway is wet. The runway condition description “Slippery When Wet” is used for this condition. Do not report a “Wet”

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runway when a “SLIPPERY WHEN WET” NOTAM is in effect. When a “SLIPPERY WHEN WET" NOTAM is in effect, report the runway condition “Slippery When Wet” instead of “Wet” for the relevant thirds. If airport operator judgment deems a downgrade is necessary, the downgrade must be made such that all three runway thirds match (i.e. 3/3/3, 2/2/2, 1/1/1). An airport may discontinue the use of this NOTAM when the runway minimum friction level classification has been met or exceeded.

b. 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 AC 150/5320-12. Some contributing factors that can create this condition include rubber buildup, groove failures/wear, and pavement macro/micro textures.

21. Slush is snow that has water content exceeding a freely drained condition such that it takes on fluid properties (e.g., flowing and splashing). 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.

22. Water is the liquid state of water. For purposes of condition reporting and airplane performance, water is greater than 1/8-inch (3mm) in depth.

23. Wet.ice is ice that is melting, or ice with a layer of water (any depth) on top.

24. 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 overall runway length and width coverage or cleared width being used is covered by any visible dampness or water that is 1/8-inch (3 mm) or less in depth.

25. Wet.snow is snow that has grains coated with liquid water, which bonds the mass together, but that has no excess water in the pore spaces. A well-compacted, solid snowball can be made, but water will not squeeze out.

Chapter 4 – Snow Clearing Operations and Ice Prevention

Snow Clearing Principals

Snow, ice, and slush will be removed as much as practical on runways, taxiways, and air carrier ramp areas.

1. Ramp and Terminal
   a. Snow/ice removal, or control within lease areas, will be the responsibility of the primary tenant.

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b. DAL personnel are responsible for snow/ice control of all common areas, including:
    i. Taxilanes
    ii. Pushback Areas
    iii. De-Ice Pad(s)
    iv. RON Parking Areas
    v. Terminal Ramp (outside of leaseholder responsibility)
c. DAL may use contract vendors to assist with clearing ramp and terminal areas as needed.
d. DAL has designated areas for stockpiles of snow:
    i. All stockpile areas are clear of taxilane object free areas (OFAs) and pushback areas,
    ii. Stockpile areas will not obstruct the view of pilots taxiing to and from the concourse gates.

2. Runways and Taxiways
    a. All snow/ice control operations will be based on the priority systems identified above.

    b. When control methods proceed from a Priority I Area to a Priority II Area, the SCC or Airport Operations shall monitor the condition of the active runway and associated taxiways. If the snowfall or icing conditions requires the Priority I Areas to be attended to, work in all other areas will be suspended and all necessary equipment will be diverted to maintain the active runway.

    c. All runways will be cleared a minimum of 100' wide, full length.

    d. All air carrier taxiways will be cleared a minimum of 50' wide.

    e. Airfield guidance signs and lights shall be frequently checked by Airport Operations to ensure they remain visible. If any sign or light is significantly obscured by the buildup of snow or ice, Airport Operations shall coordinate corrective actions.

3. Snowbanks
    a. DAL is an Aircraft Design Group III Airport.

    b. In the event of heavy snow accumulation, the height of snowbanks alongside the usable runway or taxiway surfaces shall permit clearance of aircraft propellers, engine pods, rotors, and wingtips when the aircraft's landing gear traverses any full-strength portion of the Movement Area.

    c. Snowbanks will not exceed permissible snow heights in Glideslope Critical Areas.

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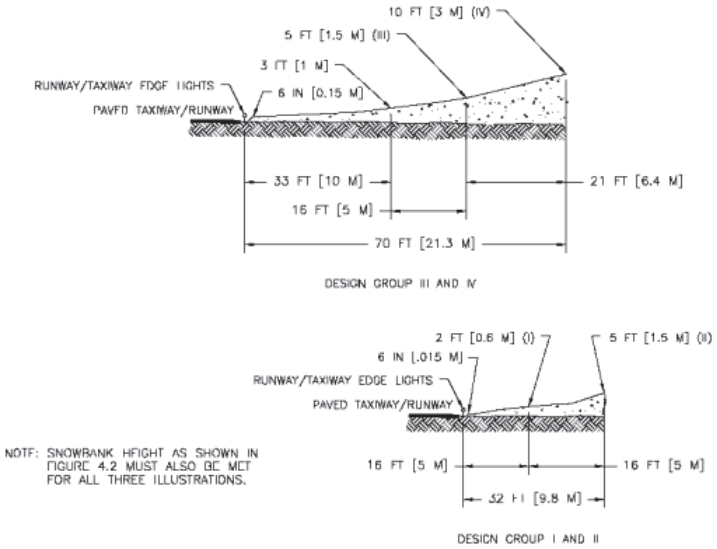
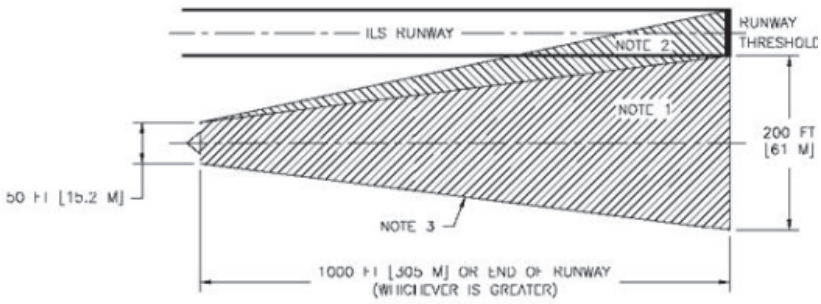
d. All snowbanks shall conform to FAA Advisory Circular 150/5200-30, current edition, criteria for Aircraft Design Group III (see Figure 4-1 below from the AC as example):



4. NAVAIDs

a. Airport Operations will monitor snow accumulation in NAVAID Critical Areas. This includes glideslopes and PAPIs.

b. DAL will remove any accumulations which exceed the criteria found in FAA AC 150/5200-30, current edition, (see Figure 4-2 from the AC below for example):



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 THEN 2 FEET.

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

* NA (NOT AUTHORIZED)

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Controlling Snow Drifts

Drifted or windblown snow on runways and taxiways will be removed or controlled as promptly as possible and to an extent practicable.

Snow Disposal

DAL has designated certain areas for the stockpiling of snow. Snow disposal has not been necessary. Should this become an issue in the future, DAL will reassess this requirement.

Methods for Ice Control Removal – Chemicals

The following chemicals are typically used to control ice:

a. Potassium Acetate (liquid):
   i. May be applied as a pre-treatment or during active precipitation. When applied as a pre-treatment, the chemical is applied when temperatures are at or near freezing and precipitation is imminent.
   ii. The chemical freezing point (depending on active percentage of material) is -72 degrees Fahrenheit.

b. Sodium Acetate (solid):
   i. Applied as needed during active precipitation and when temperatures are at or near freezing point and are expected to continue to decline.
   ii. May be applied to contaminate to break the bond with the surface, allowing for removal of contaminate.
   iii. The chemical remains active to a temperature of 0 degrees Fahrenheit.

c. Sodium Formate (or Acetate / Formate blend) (solid):
   i. Applied as needed during active precipitation and when temperatures are at or near freezing point and are expected to continue to decline.
   ii. May be applied to contaminate to break the bond with the surface, allowing for removal of contaminate.
   iii. The chemical remains active to a temperature of 0-degrees Fahrenheit.

Sand

For treating a winter surface, DAL may use FAA approved sand for friction improvement purposes only during winter events. The use of sand will only occur on runway surfaces in emergency situations where chemicals and mechanical removal fail to maintain adequate friction values.

Surface Incident / Runway Incursion Mitigation Procedures

1. <u>General</u>

   To mitigate surface incidents and/or runway incursions, DAL shall take the following actions:

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a. During pre-season preparation, the topic is covered as part of refresher training.
b. All individuals operating on the Movement Area have completed the Airport's Movement Area training program or are escorted by an individual who has completed the required training.
c. Field Maintenance personnel are limited on the number of hours they operate snow control equipment to reduce fatigue.
d. Airport Operations will coordinate the snow and ice control activities with the FAA ATCT.
e. Airport Operations vehicles operate with, or aid in the coordination of, snow control equipment.
f. Field Maintenance will notify Airport Operations when the snow and ice control teams are assembled and prepared to begin operations.
g. All vehicles engaged with snow and ice control operations are not permitted to enter a runway unless clearance has been received from the FAA ATCT or the runway has been closed by Airport Operations.
h. In the event an incident or incursion occurs, the Airport will follow the procedures outlined in Section 7 of the Airport Certification Manual.

2. Radio Communications

All vehicles operating on the Movement Area are equipped with a radio capable of communicating with the FAA ATCT or are under the escort of a vehicle so equipped. In the event of radio communication failure with the FAA ATCT, light gun signals may be used. An alternative to light gun signals is the use of a cell phone, if available. If the vehicle operator becomes aware of their radio failure, they will position the vehicle in a safe manner and contact the FAA ATCT via telephone and follow the instructions given.

3. Low Visibility and Whiteout Conditions

a. Low Visibility
    i. During low visibility all drivers and equipment operators will use caution to avoid incidents due to obscured visual cues such as markings and signs.
    ii. The use of clear and concise communications will be emphasized to help avoid added confusion during periods of low visibility.
    iii. Caution will be taken to avoid loss of situational awareness which could also result in incidents or accidents.
    iv. Avoiding ILS or Localizer arrays will be emphasized to avoid damage to any NAVAIDs during clearing operations.

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b. Whiteout Conditions
    i. During whiteout conditions clearing operations will cease and all vehicles and equipment will return to the staging area to await further instructions. The airfield will be closed, and a NOTAM issued if clearing operations cease.

4. Driver Fatigue

   Temporary shift schedules for vehicle operators engaged with snow and ice control operations typically will not exceed twelve (12) hours. Breaks will be provided as applicable. Should a driver begin to feel fatigued, they should notify the Snow Boss immediately to be replaced.

Chapter 5 – Surface Assessment and Reporting

Continuous Monitoring

Under deteriorating conditions, the Airport will take all reasonable steps using available equipment and materials that are appropriate for the condition to improve the braking action. If braking action cannot be improved, and the surface is not NIL, the Airport will continually monitor the runways, taxiways, aprons, and holding bays to ensure braking does not become NIL. At the onset of snow and icing conditions the Department of Aviation shall implement "continuous monitoring" procedures to assess the airport conditions. During continuous monitoring, Airport Operations shall:

a. Monitor weather conditions and forecasts, providing the necessary information for airport management
b. Monitor the physical condition of the runways, taxiways, and other paved surfaces, reporting contamination type and depth
c. Monitor air temperature and pavement temperatures (when possible),
d. Monitor pilot communications with the FAA Tower

The airport operator, complying with Part 139.339, at a minimum, will utilize the NOTAM System for collection, dissemination, and logs of airport information to air carriers and other aeronautical users. NOTAM Manager is utilized for the issuance of NOTAMs at DAL. NOTAMs will be issued via phone, as needed.

Conducting Surface Assessments and Deteriorating Conditions

Airport Operations will conduct periodic surface assessments of runways, taxiways, and apron areas when precipitation begins to occur or if conditions deteriorate. Deteriorating conditions include, but are not limited to:

a. Frozen or freezing precipitation falling,
b. Falling air or pavement temperatures that may cause a wet runway to freeze,

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c. Rising air or pavement temperatures that may cause frozen contaminants to melt,
d. Removal of abrasives previously applied to the runway due to wind or airplane effects,
e. Frozen contaminants blown onto the runway by wind.

Assessments will be conducted using the Airport's CFME. A backup decelerometer is available should the CFME become inoperable.

Applying the Runway Condition Assessment Matrix (RCAM)

1. Determining Runway Conditions

DAL will determine the type of contaminant(s) present on paved surfaces through continual assessments and cross-reference the findings with the RCAM Matrix

Table 5-2. Runway Condition Assessment Matrix (RCAM) *(for Airport Operator Use Only)*

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	40 or Higher	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 to 30	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	39 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 to 21	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice [2]	1	29 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 [2] • 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

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a. Step 1: Runway Condition Code (RwyCC) Applicability

i. If 25 percent or less of the overall runway length and width, or cleared width, is covered with contaminants, RwyCCs must not be applied, or reported. In this case, the airport operator will simply report the contaminant percentage, type, and depth for each third of the runway, to include any associated treatments or improvements, or

ii. If the overall runway length and width coverage, or cleared width, is greater than 25 percent, 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).

b. Step 2: Apply Assessment Criteria

i. Based on the contaminants observed, the associated RwyCC from the RCAM for each third of the runway will be assigned.

c. Step 3: Validating Runway Condition Codes

i. If the observations by the airport operator determine that RwyCCs assigned accurately reflect the runway conditions and performance, no further action is necessary and the RwyCCs generated may be disseminated.

2. Downgrade Assessment Criteria

When observations indicate a more slippery condition than generated by the RCAM, the airport operator may downgrade the RwyCC(s). When applicable, the downgrade of RwyCCs may be based on friction (μ) readings, vehicle control, pilot reported braking action or change in surface or pavement temperature.

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

3. Upgrade Assessment Criteria Based on Friction Assessment

RwyCCs of 0 or 1 may only be upgraded when the following requirements are met:

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a. All observations, judgment, and vehicle braking action support the higher RwyCC, and
b. 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.
c. This ability to raise the reported RwyCC to no higher than a code 3 can only be applied to those runway conditions listed under code 0 and 1 in the RCAM. (See footnote 2 on the RCAM.)
d. 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:
    i. 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.
    ii. If sand or other approved runway 'treatments' are used to satisfy the requirements for issuing the higher runway condition code, the monitoring program must confirm continued effectiveness of the treatment.

Runway Friction Surveys, Equipment, and Procedures

DAL uses a Halliday Technologies RT3 CFME as the primary method for conducting friction surveys. As a backup, a Bowmonk AFM2 Decelerometer is also available for conducting friction surveys.

a. Conditions Acceptable to Use Decelerometers or Continuous Friction Measuring Equipment to Conduct Runway Friction Surveys on Frozen Contaminated Surfaces:

    i. The data obtained from such runway friction surveys are only considered to be reliable when the surface is contaminated under any of the following conditions:

        a) Ice or wet ice,
        b) Compacted snow at any depth,
        c) Dry snow 1 inch or less,
        d) Wet snow or slush 1/8 inch or less.

2. <u>When to Conduct:</u>
    a. Friction assessments should be conducted if any of the following occur:
        i. When the central portion of the runway, centered longitudinally along the runway centerline, is contaminated 500 feet or more,
        ii. After any type of snow removal operations or chemical application,
        iii. Immediately following any aircraft incident or accident on the runway,
        iv. When previous Pilot Braking Action Reports (PIREPs) have indicated Good or Medium. Two consecutive Poor PIREPs should be taken as evidence that

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surface conditions may be deteriorating and require Airside Operations to conduct a runway assessment.

3. How to Conduct
    a. The use of the Halliday Technologies RT3 CFME and Bowmonk AFM2 Decelerometer will be used to measure pavement friction in accordance with the applicable Airport Operations Work Instructions.
    b. Dallas Love Field is primarily served by narrow-bodied aircraft. Consequently, the runway friction surveys should be conducted approximately ten (10) feet from the centerline.
    c. Unless surface conditions are noticeably different on the two sides of the runway centerline, only one survey is needed, and it may be conducted on either side.
    d. Friction measuring equipment should be operated in the same direction that airplanes are landing.
    e. The runway length is divided into three equal zones: 1) touchdown, 2) midpoint, and 3) rollout. These zones are defined according to airplane landing direction

4. Calibration

    The Halliday Technologies RT3 CFME and Bowmonk AFM2 are required to be calibrated by the manufacturer once every year. Typically, this calibration is completed in the month of June. Airport Operations staff perform periodic checks on the calibration throughout the year and, if warranted, contact the manufacturer to advise them of any abnormalities with the operating efficiency of the equipment.

Taxiway, Apron, and Holding Bay Assessments

Assessments to these surfaces will occur when contaminants are present, and whenever a contaminant is present on the surface. Assessments will occur anytime the pavement is worse than wet. Surfaces will be monitored on a regular, continual basis.

Surface Condition Reporting

a. Personnel responsible for implementing the SICP will carefully monitor changing airfield conditions and disseminate information about those conditions via the NOTAM System in a timely manner to airport users.
b. Runway: Runway condition reports will occur when contaminants are present on a runway surface via the NOTAM System. 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 the NOTAM System. NOTAMS will be updated as necessary whenever conditions change, such as a contaminant type, depth, percentage, or treatment/width change.

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d. Airport Operations will update Surface Condition Reports any time a change to the surface condition occurs, which could be any of the following:
    i. Active snow event,
    ii. Plowing / brooming / deicing,
    iii. Rapidly rising or falling temperatures,
    iv. Rapidly changing conditions.
e. 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 conditions on the remainder of the surface. (For example: snow is present on the first two thirds of the runway.)

Reportable Contaminants Without Performance Data

If present, unable to be removed, and posing no hazard, mud will be reported with a measured depth. Ash, oil, sand, and rubber contaminants will be reported without a measured depth. These contaminants will not generate a RwyCC.

Slippery When Wet Runway

a. For runways where a friction survey (for the purposes of pavement maintenance) indicates the averaged Mu Value at 40 on the wet pavement surface failed to meet the minimum Friction Level Classification specified in AC 150/5320-12, current edition, the airport will report via the NOTAM System a RwyCC of '3' for the entire runway (by thirds: 3/3/3) when the runway is wet.
b. A runway condition description of 'Slippery When Wet' will be used for this condition.
c. If it is determined by the airport that a downgrade is necessary, the downgrade will be uniform to all three runway zones (i.e. 3/3/3, 2/2/2, 1/1/1).
d. The NOTAM will be cancelled when the minimum runway friction level classification has been met or exceeded.

Requirements for Closures

a. DAL and the DAL FAA Airport Traffic Control Tower have a Letter of Agreement (LOA) regarding Runway and Surface Area Braking Conditions. This LOA is included as Appendix 3.
b. Runways receiving a Braking Action Report of Nil, either reported by a pilot or by an assessment conducted by the Airport, are unsafe for aircraft operations and the affected runway will be closed immediately when this unsafe condition exists.
c. The Airport will always maintain available pavement surfaces in a safe operating condition and provide prompt notifications when areas normally available are less than satisfactorily cleared for safe operations. If a surface (runway, taxiway, taxilane, apron, or holding bay) becomes unsafe due to a Nil (by braking action or

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assessment) or otherwise unsafe hazard or condition, the surface will be closed until the condition no longer exists and is safe.

Surface Conditions Not Being Monitored / Reported

General Aviation ramp conditions are not monitored by Airport Operations until all air carrier operational areas have been addressed.

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Appendix 1 – Airfield Clearing Priorities

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Revision Date: November 25, 2025

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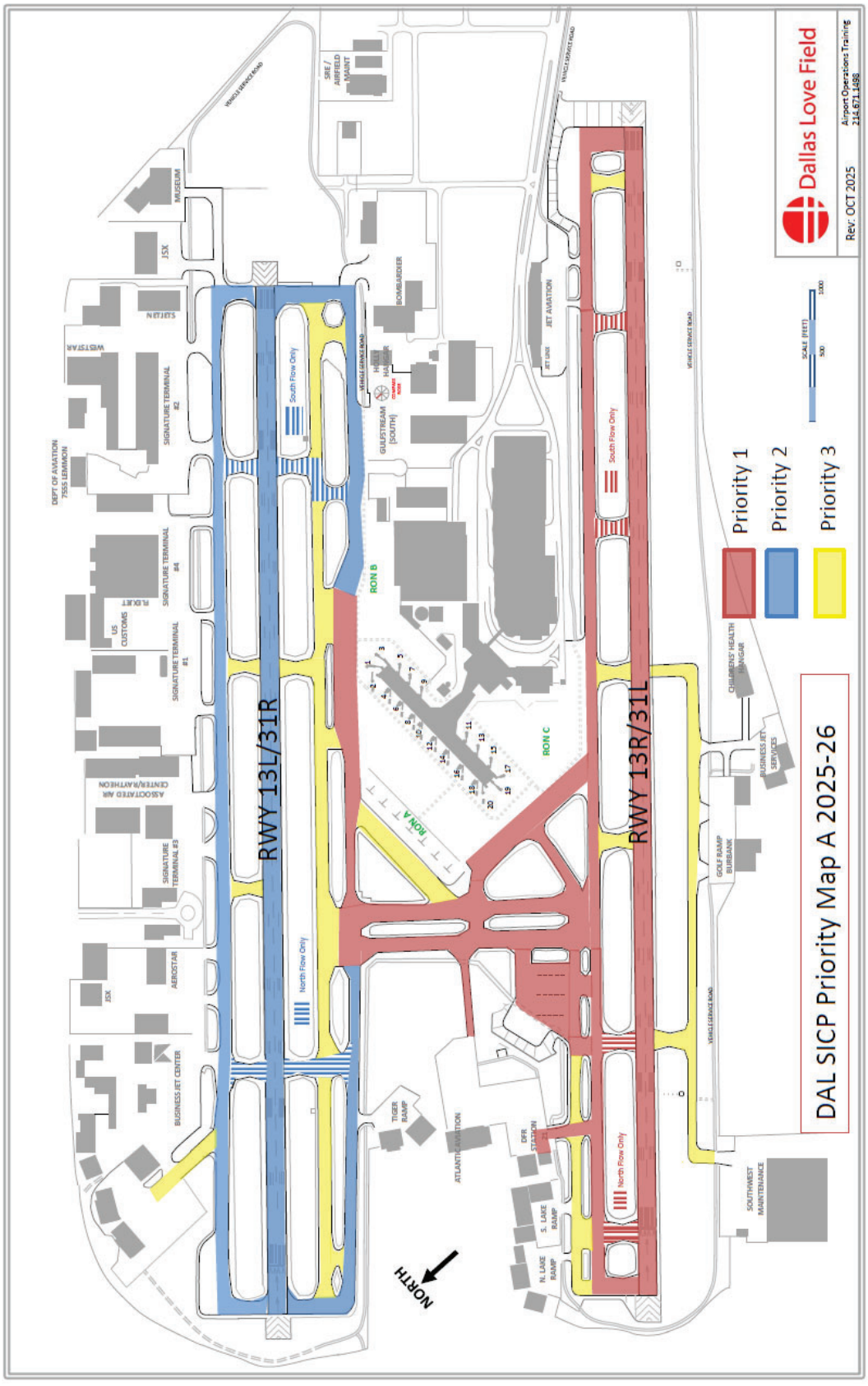
Priority Map A



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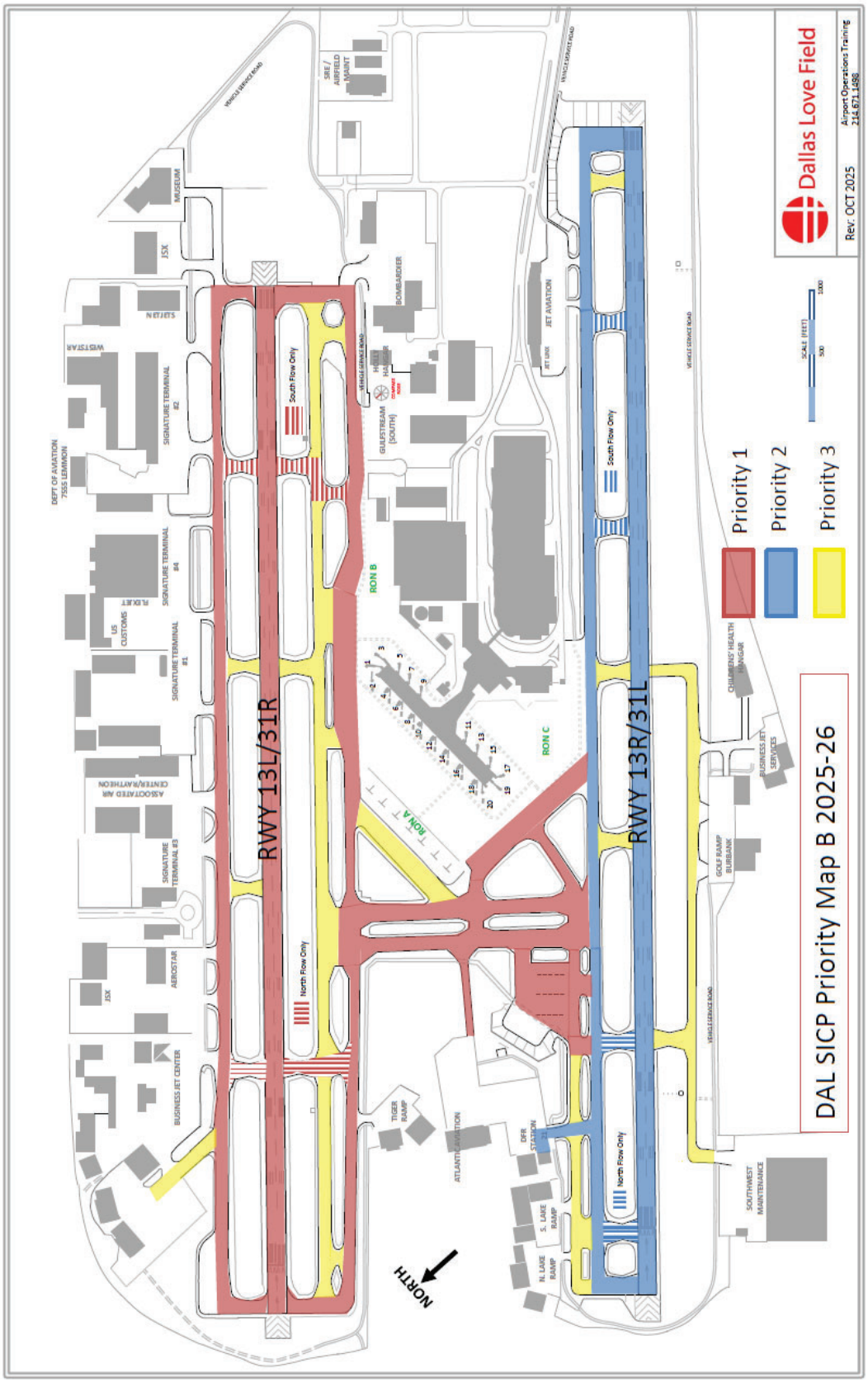
Priority Map B



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Appendix 2 – Snow Equipment List

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Snow Equipment List

Equipment Type	Model	Description
FREIGHTLNER	MV	5-6 C/Y Dump Truck
INTERNATIONAL	MV	5-6 C/Y Dump Truck
FREIGHTLINER	MV	Dump Truck
FREIGHTLINER	MV	5-6 C/Y Dump Truck
INTERNATIONAL	7600SFA	Snow Truck – Broom & Plow Combo
INTERNATIONAL	7600SFA	Snow Truck – Broom & Plow Combo
INTERNATIONAL	7600SFA	Snow Truck – Broom & Plow Combo
INTERNATIONAL	7600SFA	Snow Truck – Broom & Plow Combo
MB I	MB4	Snow Broom / Blower Combo
WESTERN STAR	W4900XD	Tanker – Snow Truck – 4400-gal capacity
AT TRAILERS	Fuel Trailer	750-gal diesel / 95-gal unleaded fuel trailer
AT TRAILERS	Fuel Trailer	400-gal diesel tank trailer
BOBCAT	S750	Skid Steer
BOBCAT	S650	Skid Steer
BOBCAT	S185	Skid Steer
BOBCAT	T76	Skid Steer, tracked
JOHN DEERE	624K-II	Front Loader
JOHN DEERE	624K	Front Loader
JOHN DEERE	310SL	Backhoe Loader
JOHN DEERE	320/P	Backhoe w/ Grapple Bucket
TYLER ICE	TAD1100	Deicer Tank / Trailer, Tyler Ice – 1100-gal
TYLER ICE	TAD1100	Deicer Tank / Trailer, Tyler Ice – 1100-gal
MULTI-HOG I	MK02	Multihog – Plow / Broom Combo
MULTI-HOG II	MK2	Multihog – Plow / Broom Combo
MB II	MB4	Snow Broom / Blower Combo

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Appendix 3 – LOA with FAA ATCT for Braking Action

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