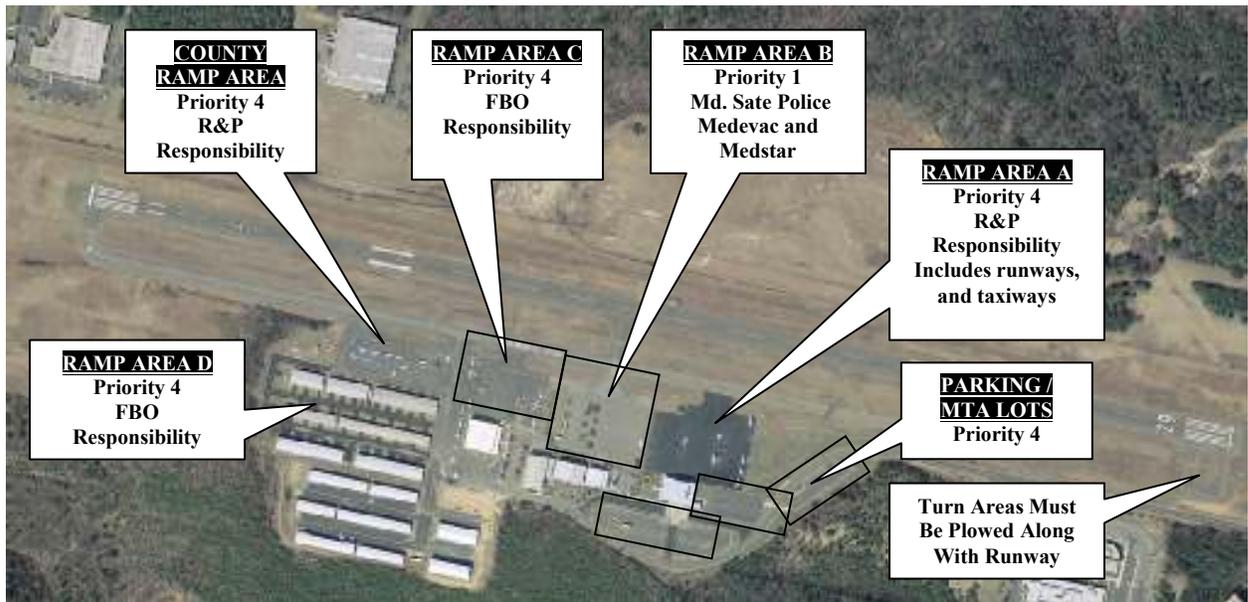


SNOW REMOVAL OPERATIONS

Clearing of runways, taxiways and their adjacent lighting systems are the responsibility of the County Highways Division. Ramp areas, taxiways between County-maintained tie-downs, navigational aids such as the AWOS, and parking lots are the responsibility of the FBO (during normal hours of operation) and the Department of Recreation & Parks (after hours) as designated on the **Airside Snow Plan** (see below). For major storms, conditions may warrant that the terminal parking lot and MTA park and ride facility be cleared by County Highways contractor support. Sidewalks and stairs to the County Hangar and Terminal are the responsibility of the Building Services Division.

AIRSIDE SNOW PLAN



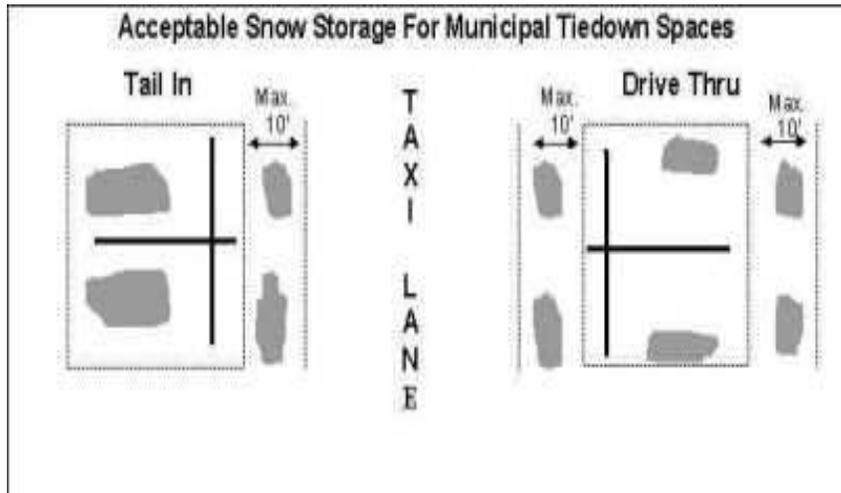
When the County Highways Division is required to assist and has completed the primary snow removal operations at the Airport, all navigational aids, runway end/edge lighting, etc. must be made visible and free and clear of windrows and drifting snow. In 2010, tubular retro-reflective markers were purchased and placed along the runway and taxiway to help designate pavement edges. Raised utilities and other possible obstructions to snow removal operations should also be clearly marked. This may include removal of snow by non-mechanical means and should be performed within two (2) hours after the runway and taxiway has been plowed.

If possible, snow should be moved to the prevailing downwind side of the airport runway to reduce drifting, Snow banks adjacent and within 200 feet of the edge of the runway should be **less than** two feet (2') in height, sufficient to provide clearance for wings, engines, and propellers.

Based on the number of operations at the Airport, the FAA advisory circulars recommend that the airport have sufficient equipment to be able to clear one (1) inch of snow from the runway, principal taxiway, and sufficient ramp area(s) for basic operations **within two hours**. Clearance priorities for the Airport are the primary runway, taxiway, tea-cup turnaround, high speed turnoffs, State Police Medevac access gate and ramp area, visual and navigational aids (i.e., Communication antennae, PAPI, REILS, etc.), and the Aircraft Rescue and Firefighting (ARFF) access road. The clearance of remaining ramp areas, non federal visual and navigational aids, refueling areas, perimeter hangar / roadway access, terminal ramp area, auto parking lots and service areas area secondary clearance priorities.

PARKED AIRCRAFT

Parked Aircraft. Aircraft owners are responsible for ensuring their planes are properly tied down and protected from wind damage. In addition, they are responsible for removing snow from within their respective leased tie-down area(s). Shown at right are diagrams of acceptable local storage for snow removed from and around aircraft in either "tail-in" or "drive-thru" parking places. Snow that is placed adjacent to the fuselage will remain there until breakup. Snow that is placed adjacent to the taxi lanes (away from the fuselage) will be removed by County personnel during snow removal operations (in priority).



COMMUNICATION

In general, airport users should be promptly notified, and a NOTAM issued immediately, advising of unusual airport conditions. The Federal Aviation Administration (FAA) advisory circular typical format and abbreviations for use in reporting winter conditions / closures on aircraft movement areas are utilized for this purpose. NOTAMS are filed with the FAA and coordinated by the Airport Manager and the Fixed Based Operator, Mr. Bildman, at (301) 904-5035 or (301) 373-2101.

SPREADING OF ABRASIVES AND CHEMICALS

Mixtures. The chloride family (i.e., sodium chloride), calcium chloride, and lithium chloride are known to be corrosive to aircraft and therefore are prohibited by the Federal Aviation Administration from use on aircraft operational areas.

Abrasive Size. For airfield application, to improve aircraft directional control and braking performance the Federal Aviation Administration advisory circulars state, if used, abrasives must meet the following ASTM E11-81 gradation standards: Sieve #4 with 100% passing; Sieve #8 with 97-100% passing; Sieve #16 with 30-60% passing; Sieve #50 with 0-10% passing; and Sieve #80 with 0-2% passing.

PRIORITIES

Certain conditions may exist, which coupled with forecasted weather conditions, may result in modifications of the normal priorities as outlined below:

Priority Code 1. Facilities include those facilities that correlate directly to emergency and 24-hour operations. Priority Code 1 Facilities, as listed on the Attachment, are the first to be cleared and are to be kept clear. Main entrances, steps and sidewalks leading to the adjacent parking lots are cleared followed by the remaining secondary entrances, landings and steps. There are currently eleven (11) Priority Code 1 Facilities in the Building Services maintenance system including the Maryland State Police Medevac / Medstar helicopter pads and hover taxi route which are also Priority Code 1 for the Department of Recreation and Parks. ***Priority Code 1 buildings and parking areas should be ready for opening and initial use within 2-3 hours. Priority Code 1 areas can typically be fully treated and plowed by the Building Services and Recreation & Parks crews within 4-5 hours.*** Additional time may be required to accommodate shift changes within the respective facility and to address minor areas previously inaccessible.

Priority Code 2. Facilities include those higher priority facilities that are directly responsible for the continuance of daily government operations. There are currently fourteen (14) Priority Code 2 Facilities in the Building Services maintenance system. ***Priority Code 2 buildings and parking areas should be ready for opening and initial use within 2-5 hours, with the associated parking facilities requiring an additional 4-5 hours to be fully available. Under conditions warranting contractor support, the Priority Codes 2 and 3 parking lots can be initially plowed within 6 to 8 hours. Otherwise, it could take about 16 to 20 hours following the end of a 4" snowfall to completely plow/clear and/or re-treat every County maintained facility.***

In the event of an emergency declaration or required Civil Air Patrol activation, the Priority Code for the Terminal Building will elevate to a Priority 2A as it is a designated potential mass care facility location. Contact the Patuxent River NAS for stored quantities of urea that will be available for County use on the taxiway and runway.

Priority Codes 3 and 4. Facilities include those facilities that perform supplemental government operations. Priority Codes 3 & 4 facilities are addressed once the first two priorities have been satisfactorily completed. There are currently fourteen (14) Priority Code 3 and 4 Facilities in the Building Services maintenance system. In the event of an emergency declaration or required Civil Air Patrol activation, the Priority Code for the Terminal Building will elevate to a Priority 2A as it is a designated potential mass care facility location. ***Priority Code 3 and 4 buildings should be ready for opening and initial use within 4-6 hours. Under conditions warranting contractor support, the Priority Codes 3 and 4 areas can be initially plowed within 8 to 12 hours. Otherwise, it takes about 16 to 20 hours following the end of a 4" snowfall to plow/clear and/or re-treat every County maintained facility.*** Priority Code 4 facilities include the St. Mary's County Regional Airport, Capt. Walter F. Duke Terminal Airport parking lot, ramp areas and terminal building sidewalks. The Building Services Division staff may be mobilized to assist in any minor clearing around ground-mounted lighting and points of pedestrian access.