

NAMPA MUNICIPAL AIRPORT SNOW REMOVAL PROCEDURES

1. MANAGEMENT

- a. The Airport Administration is responsible for determining when snow removal operations shall begin. This is based on forecasted weather reports and an accumulation of at least one (1) inch of snow.
- b. The runway condition will be checked continually for snow depth, slush, and braking.
- c. A Notice to Airmen (NOTAM) will be issued when any conditions exist that could present a hazard to aircraft operations. If the conditions persist to the point of Aircraft safety, the Airport Director can choose to close the field until operations are back to safe conditions.
- d. All fixed base operators and, or leased premises will be responsible for snow removal on their designated ramp areas.

2. VEHICLES

- a. All snow removal vehicles operating on any aircraft movement area must be equipped with a two-way radio which must be monitored by the vehicle operator at all times.
- b. All outside contractors utilized by the Airport Administration or any Airport Tenant on the Airport shall be subject to the Airport Rules and Regulations. Any Tenants with their own Snow Removal Plan should inform the Airport Administration.
- c. No one shall operate beyond the existing ramp areas without first being cleared by the Airport Administration. All such vehicles must have the necessary lights and warning signals to operate beyond the existing ramp areas.

3. SNOW REMOVAL PRIORITIES

- a. **PRIORITY 1:** Runway 29/11 (Based on the size of our equipment, a continuous-circuit pattern will be used starting from the leading edges and working towards the center line.)
- b. **PRIORITY 2:** Parallel Taxiway and the large Connector Taxiways at each end. (Based on the size of our equipment, a continuous-circuit pattern will be used starting from the leading edges and working towards the center line.)
- c. **PRIORITY 3:** Mid-Field Connector Taxiway, Terminal Area Ramp and City Facilities. (All the snow on the ramp area is pushed to Southeast corner of the ramp where it is stock piled.)

- d. **PRIORITY 4:** Last remaining Connector Taxiways and the Major Hangar Taxiways. (Snow where feasible is removed first from in front of the Hangars as close as the Operator feels comfortable [MAX 5ft]. The snow is then placed at the ends and in-between the Hangars where feasible.)
- e. **STOCKPILE AREAS**
- f. Airport access roads, public parking lots, and service areas will be plowed by a Private Contractor if Airport Staff cannot handle it.
- g. Once all the PRIORITY AREAS have been cleared Airport Staff will direct their attention to anyone who may have requested the area in front of their hangar cleared. After that all other remaining Taxilane areas will be cleared.

IF YOU NEED A VISUAL REFERENCE OF THE PRIORITY AND SNOW PLOW AREAS, PLEASE CLICK ON THE MAP LINK PROVIDED.

4. SNOW REMOVAL EQUIPMENT

- a. The Nampa Airport runs two different snow plows depending on the availability of manpower and equipment resources. The first vehicle that is always on Airport property is a 1-TON GMC pickup with a 9ft Western Plow. The second vehicle that is brought in if needed is a 2-TON Ford Dump truck with a 12ft Snow Plow.
- b. This equipment is maintained and inspected on a regular basis by the Airport Administration, and the City's Vehicle Maintenance Department.

5. CONCLUSION

The Nampa Airport Administration will strive to implement all of the standards that proposed in this Procedures Plan. If you have any questions or comments that you would like to bring to our attention, please feel free to contact us.

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