

# **Snow Removal Equipment Justification Guide**

## **Michigan State Block Grant Program**

This guidance is provided to assist Airport Sponsors and Consultants when planning for snow removal equipment. This guidance is in accordance with FAA Advisory Circulars 150/5220-20 “Airport Snow and Ice Control Equipment” and 150/5200-30 “Airport Winter Safety Operations”. These advisory circulars are available on the Internet at [http://www.faa.gov/regulations\\_policies/advisory\\_circulars](http://www.faa.gov/regulations_policies/advisory_circulars).

Snow Removal Equipment (SRE) for airports within the National Plan of Integrated Airport Systems (NPIAS) is eligible using federal Airport Improvement Program (AIP) funding. However, the amount and size of SRE must be reviewed for each individual airport as many factors need to be considered.

Variables used to determine what’s allowed using federal funding for snow removal equipment include:

- Airport Type – Commercial Service or Non-Commercial (General Aviation). In general, commercial service airports justify more snow removal equipment than non-commercial general aviation airports. Airports with a current Michigan Airport System Plan (MASP) classification of CII or greater will justify more snow removal equipment.
- Average Annual Snowfall – Average annual snowfall above 30 inches receives a higher priority than those below 30 inches. The Airport Sponsor may use any source available to determine the average annual snowfall. Some Internet sites that may be helpful are: [www.usacitiesonline.com](http://www.usacitiesonline.com), [www.eppraisal.com](http://www.eppraisal.com), [www.infomi.com/county](http://www.infomi.com/county), <http://www.weather.gov/climate/xmacis.php?wfo=apx>. Many county seats have this data available and will provide to airports upon request.
- Aircraft Operations – More snow removal equipment is justified for airports having more activity. The number of operations can be obtained from the airport’s 5010 Master Record. This information can be found on the Internet at <http://www.gcr1.com/5010web/>. This information can also be obtained by contacting your MDOT (non-Part 139) or FAA (Part 139) Airport Inspector.
- Size of Runways, Taxiways, and Apron (Priority 1 Areas) – The runways, taxiways, and apron area that are critical for aircraft operations are used to justify SRE. Typically, crosswind runways, supporting taxiways, and paved shoulders are not considered critical, and are not included for SRE justification. For simplicity reasons, 2/3 of the apron can be considered as critical to aircraft operations. Emergency vehicle routes should also be considered as Priority 1 (critical) area.
- Size of Equipment – The larger the equipment, the fewer pieces that are needed and justified.

FAA issued a Program Guidance Letter (PGL) 08-04 “Secondary Use of Snow Removal Equipment For Nonprimary Service Airports not having a Part 139 Operating Certificate” dated April 24, 2008 that was to be followed as an interim guidance document for future eligibility of SRE at Nonprimary (General Aviation) airports without Part 139 certifications. According to the FAA Detroit Airports District Office, until a long-term document is published, PGL 08-04 must be followed. **PGL 08-04 states that no more than a single piece of AIP-funded SRE for a Nonprimary airport is eligible unless a written justification submitted by the Sponsor is approved.** PGL 08-04 recognizes that “there may be instances in which it is appropriate for the FAA to fund more than one SRE vehicle for certain Nonprimary airports that do not hold a Part 139 operating certificate....” Due to the issuance of the PGL, all Nonprimary airports seeking more than one piece of SRE, must go through the normal procedures outlined below and submit the required documentation for review and determination on eligibility.

A request to acquire SRE should include the following documentation:

- A description of the proposed equipment and estimated cost should be shown on the Airport Sponsor’s Airport Capital Improvement Plan (ACIP). If the new equipment is to replace existing equipment, a reason for the replacement should be provided. If you are replacing existing equipment, details on what is planned to be done with the old vehicle is required. (Refer to FAA Order 5100.38C 591f).
- A completed “Snow Removal Equipment Calculations” worksheet. This worksheet can be obtained on the Internet at: <http://www.michigan.gov/aero/0,1607,7-145-6772---,00.html>. Please select the appropriate worksheet based on whether your airport has commercial service or not. Include support documentation (e.g. source of avg annual snowfall).
- A completed “Airport Snow Removal Equipment Inventory” sheet. This worksheet can be obtained on the Internet at: <http://www.michigan.gov/aero/0,1607,7-145-6772---,00.html>
- A drawing that shows the Priority 1 (Critical) areas. You can use an Airport Layout Plan sheet, 5010 sketch, Michigan Airport Directory sketch, etc. to show these areas.

The required information should be submitted to the contact shown below at least six months in advance of the proposed acquisition of the SRE or as part of your annual ACIP submittal. Late or insufficient documentation may delay the programming of your project. The information will be evaluated for eligibility and a written determination will be provided to the Sponsor.

Betsy Steudle, P.E.  
Engineer-Manager, Programming Unit  
MDOT Bureau of Aeronautics and Freight Services  
2700 Port Lansing Road  
Lansing, Michigan 48906  
[steudleb@michigan.gov](mailto:steudleb@michigan.gov)