

Pegasus Blue Ice Runway: WINFLY Evolution

Responsibility: RPSC Mc Murdo Station Operations Supervisor

The purpose of this document is to provide the various departments involved in preparing and manning the Pegasus Blue Ice Runway for WINFLY with a chronological outline of tasking and procedure.

Discussion

The Pegasus Blue Ice Runway was first used for WINFLY in August of 1996. Use of the runway has enabled the USAP to perform this operation with wheeled C-141 Starlifters. The ability to use large wheeled aircraft has greatly reduced the number of flights needed to bring in personnel and supplies.

Pegasus Runway is eighteen miles via snow road from Mc Murdo. Being somewhat remote, and the weather being capable of sudden change during the traditionally unstable weeks it will take to prepare the runway, additional precautions should be exercised when planning and carrying out tasking. Department Heads should hold safety briefs for all personnel that will be working at the site. All personnel have an individual responsibility for safety. A conscious effort should be made by everyone to recognize, isolate and correct hazardous conditions. Topics should include:

- Long duration exposure to cold temperatures and wind-chill.
- How to recognize the signs of hypothermia and what actions to take.
- ECW and survival gear requirements.
- Restrictions on prior consumption of alcoholic beverages.
- All station personnel must be aware of individual response requirements in the event of a mass casualty event due to an aircraft mishap or other accident in the area. Refer to: *The Mc Murdo Winter Disaster Response Plan.*

Proof Carting the Runway

Proof carting the runway is not necessary during the Winfly start-up as long as there are no serious anomalies noted once the winter snow has been removed.

Equipment Fuel

The day tank fuel tankers at Pegasus and Williams Field should be topped off at the end of the austral summer to ensure there is fuel for heavy equipment when road and runway construction commences in the winter. All hoses, barrels and hardware should be properly secured for winter until these fuel caches are needed for WINFLY again.

Monitor Snow Accumulations

Start Date: May 1

Department: Fleet Operations

Responsibility: Fleet Operations Foreman

Equipment: Pickup truck if conditions allow; Challenger, survival bag(s),

Tools: Ice axe, ruler, flashlight

Personnel: 2 people

Bi-monthly trips should be made to Pegasus to monitor snow depths. This monitoring should be done more frequently as the winter progresses. If particularly heavy snowstorms are encountered during the winter, the monitoring will help determine an appropriate date to start the construction phase to compensate for the abnormally high accumulation.

Note Data should be compiled for future reference to accurately judge the rate of growth and estimate the cubic feet of snow to be removed.

Equipment Preparation

Start Date: May 1

Department: Vehicle Maintenance Facility, Fuels Department

Responsibility: Vehicle Maintenance Facility Supervisor, Fuels Specialist

Equipment: Various

Tools: Various

Personnel: Light and Heavy Mechanics as needed, Fuels Personnel

Vehicle Maintenance Facility

1. Confirm all equipment requirement dates with Fleet Operations.
2. Ensure all equipment is in good working order and will not need any Preventive Maintenance during the construction or operation phases.

Fuels Department

1. Fuels Personnel will ensure the aircraft fuel pump(s) and associated hardware are operational.
2. Fuels personnel will coordinate any aircraft pump sled engine repairs with the Vehicle Maintenance Facility.

Runway/Road Construction Equipment:

- Challengers (3)
- Delta III (1)
- Snowblasts (3)
- D-8 LGP Bulldozer (1)
- 140-G Grader (1)
- Rubber Tired Dozers (2)
- Fuel Delta (1)

Flight Operations Equipment:

- Delta II Pax (2)
- Delta III Cargo (2 long bed)
- Terra Bus (1)
- Airporter Shuttle Vans (3)
- 936 Forklift (2)
- Rescue Vehicles (4)
- Wheeled Ambulance (1)
- Aircraft Fuel Pump Sled (1)
- Flow-Max fuel pump (back up)
- Freshies/Do Not Freeze Mil-van on Challenger Trailer
- All Aircraft Ground Equipment needed for flights

Road Grooming

Start Date: July 3

Department: Fleet Operations

Responsibility: Fleet Operations Foreman

Equipment: Deltas; Challengers; drags; planes, survival bag(s)

Tools: GPS unit (optional)

Personnel: One operator per vehicle

The track and primary snow roads from the Scott Base Transition to the Pegasus runway should be groomed and flagged adequately for safe wheel and track vehicle use. Efforts to maintain this degree of adequacy are directly related to the amount of accumulated snow on roads from storms encountered, ambient temperatures and vehicular usage. Conditions can be such that maintenance equipment cannot keep up with grooming due to storms and/or due to high ambient temperatures and vehicular traffic which does not allow the snow to set up. The use of large flotation vehicles may need to be employed to move cargo and passengers to and from the runway. This option may have to be implemented at any time, so it is important to have the necessary Deltas ready if needed.

Townsite Setup

Start Date: July 10

Department(s): Fleet Operations, Vehicle Maintenance Facility, Fuels, Linemen, Electricians, Information Systems, Utilities Technicians, and Food Services

Responsibility: Operations Supervisor, Mc Murdo

Equipment: Bulldozers, Challengers, forklift, fuel Delta, bucket truck, survival bag(s)

Tools: varied tools and equipment to meet departmental tasking

Personnel: Varied depending on departmental tasking

Mobile Runway Support Facilities to be set:

- Mobile Power Plant (MRSF-61)
- Fleet Operations Warm Up Shack (Smurf Hut)
- Mobile Head Module
- Pax Terminal

Fleet Operations

1. Layout townsite according to plan and mark building corners with flags.
2. Remove accumulated snow from around the Support Facilities before hitching and moving them off of the winter berm.
3. Use a forklift or bulldozer blade to free any skis that may be frozen down before hauling the buildings away.
4. Use a forklift to help in the hitching process wherever possible.
5. Set buildings in place according to plan.
6. Set stairs for all buildings.
7. Place seven (7) survival bags in the Pax terminal.
8. Procure enough survival rations to last 7 people 3 days and place them in the Pax Terminal.

Fuels

1. Ensure all Mobile Runway Support Facilities tanks are operational and fueled.
2. Maintain a fuel delivery route for the facilities and day tanks.

Linemen

1. Connect all Mobile Runway Support Facilities to mobile power plant.
2. Stretch out the vehicle plug-in line and connect it to the mobile power plant.

Vehicle Maintenance Facility

1. Completely thaw out mobile power plant before starting.
2. Install the batteries for the generators and secure a load-bank.
3. Perform a complete pre-start check on the engines, generators and switchgear and perform daily checks on the generators throughout the WINFLY evolution.
4. Coordinate efforts with the linemen and electricians bring the generators and the load bank on line if needed.

Electricians

1. Coordinate efforts with the Vehicle Maintenance Facility and Linemen to energize the Mobile Runway Support Facilities.
2. Ensure all the facilities electrical functions are operating safely.
3. Ensure all vehicle plug-ins are energized and repair them as needed.

Utility Technicians

1. De-winterize all Mobile Runway Support Facilities.
2. Start all furnaces and ensure they are functioning properly.
3. Perform periodic maintenance checks as required.

Information Systems

1. Install Radio Telephones in the Pax Terminal and Fleet Operations warm-up shack.

Food Services

1. Provide a variety of foodstuffs for warm meals.
2. Provide bag lunches upon request.

Runway Construction

Start Date: July 17

Department: Fleet Operations, Vehicle Maintenance Facility

Responsibility: Fleet Operations Foreman, Vehicle Maintenance Facility Foreman

Equipment: 140-G Grader (1), Rubber Tired Dozers (2), Snowblasts (3), survival bag(s)

Tools: ECW gear, assorted tools for vehicle repairs

Personnel: 6 Operators, 1-2 Heavy Mechanics

Vehicle Maintenance Facility

1. While the mobile power plant is operating for the entire Pegasus evolution a mechanic will perform daily checks and any necessary repairs to the generators.
2. During the construction phase of the runway a mechanic will be stationed at the Pegasus townsite during the AM to assist in cold weather starts on the construction equipment.
3. Within reason (due to exposure) a mechanic will make all possible remote repairs to avoid unnecessary transportation of equipment from Pegasus to the Vehicle Maintenance Facility in Mc Murdo.

Fleet Operations

1. Ensure all Construction flags are in place on the Runway.
2. Remove snow from the runway with particular care not to chip the edges of cracks that may already be present.
3. Distribute snow evenly in discharge areas and groom the berms in preparation for navigational aids, distance markers and radar reflectors.
4. Maintain the readiness of the runway surface until flight operations have ceased.
5. Perform snow removal at the townsite as needed throughout the evolution.

ASOS/TACAN Preparation

Start: July 28 (or as necessary)

Departments: ATS Ground Electronics Maintenance Crew, Fleet Operations, Line Crew, and Utilities Technicians

Responsibility: Ground Electronics Maintenance Manger

Equipment: Challenger or bulldozer, bucket truck, survival bag(s)

Tools: Ground Electronics Maintenance varied tooling

Personnel: 1 Operator, 2 Linemen, and Ground Electronics Maintenance Crew

Fleet Operations

1. Coordinate with Ground Electronics Maintenance crew in positioning the ASOS and TACAN.

Line Crew

1. Coordinate with Ground Electronics Maintenance in connecting and energizing the ASOS and TACAN. The bucket truck may be needed to assist in mast raising.

Utilities Technicians

1. Coordinate de-winterization of the TACAN and ASOS.
2. Start the heaters in the TACAN and ASOS and ensure they are operating properly.

Ground Electronics Maintenance

1. If the ASOS and TACAN have been moved after station close, ensure they are properly aligned using either GPS data or survey stakes.
2. Ensure all spaces are being heated properly.
3. Fourteen days prior to WINFLY, set up the TACAN per NAVAID SOP. Ensure TACAN Test Set at T-site is set on the crest of the roof for line of sight.

Aircraft Transportation Operations

Start: July 31

Department: Logistics

Responsibility: Supply Supervisor

Equipment: Various forklifts and pickup trucks

Tools: ATO palletization equipment

Personnel: As needed

Logistics

1. Coordinate all staging of outbound cargo
 - A. Prepare all shipping documents
 - B. Certification of hazardous cargo
 - C. Palletization
 - D. Aircraft on-load/off-load

- E. Breakout of all cargo
2. Contact Terminal Operations in Christchurch to remind them of the maximum allowable height of 6 foot 10 inches that freshies/do not freeze pallets can be built so we can accommodate them in the freshies mil-van in Mc Murdo.
 3. Manifesting, transporting and handling of all departing/arriving cargo and passengers.
- Note** Only forklift operators with previous aircraft loading/unloading experience will be used at the aircraft.

Bulk Fuel Storage Tank

Start: July 31

Department: Fleet Operations, Fuels Department

Responsibility: Fuels Specialist

Equipment: D-8 LGP, Tanker Sleds, Fuel Delta, survival bag(s)

Tools: Various fuel fittings, Flow-Max pump,

Personnel: 1 Equipment Operator, 1 Fuels Person

Fleet Operations

1. Coordinate efforts with Fuels to haul and position a 20,000-gallon bulk fuel tank to the aircraft fuel pits at Pegasus.
Note Actual date will be dependent on when the fuel pits will receive the initial clearing of snow cover.
2. Coordinate efforts with Fuels in the hauling of fuel from Williams Field aircraft fuel pits to the Pegasus fuel pits using the D-8 LGP and the tanker sleds.
3. Maintain snow control in the pit area at Pegasus for fuel transfer operations and throughout the entire WINFLY evolution.

Fuels Department

1. Coordinate efforts with Fleet Operations to haul and place the 20,000-gallon bulk fuel tank at the Pegasus fuel pits. Placement should be at negative (-) 400 feet from 00+00 and 150 feet outside the outboard side of the runway.
2. Coordinate efforts with Fleet Operations to load and fuel tankers at Williams Field and the unloading of tankers at Pegasus.
3. If needed, assist with hauling fuel from Williams Field to the Pegasus bulk aircraft fuel tank using the fuel Delta.
4. Monitor and maintain a level of at least 7,500 (gallons 51,000 lbs.) of fuel in the bulk aircraft fuel tanker at the Pegasus fuel pits throughout the WINFLY evolution.

Note Keep in mind an aircraft may turn around and land at Pegasus if they develop mechanical difficulties which would require more fuel.

Runway Approach Lights

Start: August 7

Department: FEMC Electricians

Responsibility: FEMC Supervisor

Equipment: Pickup truck, Flatbed Spryte, survival bag(s)

Tools: Various electrician tools

Personnel: 2 electricians

1. Prepare, test and install the runway approach lighting system at the Pegasus runway.
2. Activate the lighting system ten days prior to flight operations and maintain as necessary. Lights will remain in operation until 24 hours after last flight.
3. Electrical support will be available at the Pegasus airfield during the entire period the aircraft is below 60 degrees south.

Note If runway lights have not been left in place at Station Close the previous summer, a trench will have to be cut to run the power cable from the equipment line power pole to the location of the first approach light. Fleet Operations will have to assist in grooming the approach light area and use a forklift with floatation tires to place the lights.

Aircraft Communications

Start: August 4

Department: Aviation Technical Services

Responsibility: ATS Supervisor

Equipment: As needed

Tools: Various electronic gear

Personnel: As needed

1. Request SATCOM frequencies sixteen days prior to WINFLY.
2. Test all radios seven days prior to WINFLY per PM standards.
3. Provide a total system check seven days prior to WINFLY.
4. Provide daily SATCOM checks with Christchurch Weather and any inbound aircraft.

Note The procedure above may have been updated in ATS SOP's which should supercede the information in this document.

Runway Markers

Start: August 10

Department: Fleet Operations

Responsibility: Fleet Operations Foreman

Equipment: 936 forklift, Pickup truck, Challenger, Marker trailer, survival bag(s)

Tools: Gas powered “Jiffy Drill”, small generator, electric drill and bits, extension cord, distance template (rope),

Personnel: 6 operators

1. Install all Distance Remaining Boards per requirements.
2. Using the rope template, install all plastic mesh radar signature markers per requirements.
3. Maintain and repair the markers as necessary.

Aircraft Fuel Pit Setup

Start: August 14

Department: Fuels Department

Responsibility: Fuels Specialist

Equipment: Pickup truck, Delta, Fuel Sled, fire extinguisher, associated hoses and hardware, survival bag(s)

Tools: Various fuel apparatus

Personnel: 2 Fuels personnel

1. Position and level the fuel pump sled.
2. Stage associated hoses, attachments and fire extinguisher at the 20,000-gallon aircraft bulk fuel tank in the fuel pits.

3. Secure all items under tarps.

Air Traffic Control

Start: August 17

Department: ATS Air Traffic Control

Responsibility: Air Traffic Controller

Equipment: Radio and associated equipment

Tools: Various as needed

Personnel: As needed

1. Keep ATC chronological log of Mac Center, Pegasus Airfield, NAVAID(s), and communications status.
2. Provide air traffic control services for all aircraft south of 60 degrees south within Mc Murdo sector airspace.
3. ATC will determine NAVAID(s) status no later than 72 hours to aircraft departure.
4. Prepare a NOTAM (Notice to Airmen) regarding airfield and navigational status no later than -72 hours prior to the first WINFLY estimated time of departure (ETD) from Christchurch.
5. The Air Traffic Controller will monitor radio frequencies one hour prior to aircraft reaching 60 degrees south.
6. ATC will transmit aircraft movement messages as required.
7. Advise the aircraft to retract flaps as soon as practical after landing and prior to taxiing.

Note The procedure above may have been updated in ATS SOP's which should supercede the information in this document.

Weather

Start: August 17

Department: ATS Weather

Responsibility: Forecaster

Equipment: Various weather instruments, survival bag(s)

Tools: As needed

Personnel: Forecaster, Observer

1. Provide the Christchurch weather office with DMSP and NOAA satellite imagery as required. The imagery will be converted to GIF format, and sent via file transfer protocol (FTP) to the Christchurch weather office.
2. Conduct two upper air soundings daily during WINFLY.
3. Provide Terminal Aerodrome Forecasts (TAFs) for Pegasus Field. The TAFs will be issued four times a day at 0300Z, 0900Z, 1500Z and 2100Z, beginning 72 hours prior to WINFLY ETD. These TAFs will continue until the final aircraft is north of 60 degrees south, enroute to Christchurch.
4. Provide weather observations for Mc Murdo and Pegasus Airfield. Three-hour observations will begin at Mc Murdo 72 hours prior to WINFLY ETD. Three-hour observations will begin at Pegasus Airfield 24 hours prior to WINFLY ETD. Hourly observations from Pegasus Airfield will begin 6 hours prior to WINFLY ETD. All observations will continue to be taken and transmitted until the final aircraft is north of 60 degrees south, enroute to Christchurch.

Note The procedure above may have been updated in ATS SOP's which should supercede the information in this document.

Support Required by Weather Division:

- Communications Support for the timely transmission of weather data.

- Vehicle to use for observation readings at Pegasus Airfield.

NAVAID(s)

Date: August 18

Department: ATS Ground Electronics Maintenance Crew

Responsibility: Ground Electronics Maintenance Manager

Equipment: Pickup truck, survival bag(s)

Tools: Various specialized

Personnel: 2 Ground Electronics Maintenance Crew Personnel

1. Coordinate deployment of REILS(s) to Pegasus Airfield. Ensure REILS(s) are fully operational.
2. Two days prior to WINFLY perform final alignment of the NAVAID(s) equipment.
3. During the WINFLY operations, NAVAID alignments will be checked following any severe winds and weather.
4. When directed, at the completion of WINFLY, prepare all NAVAID(s) and close for MAINBODY.

Note The procedure above may have been updated in ATS SOP's which should supercede the information in this document.

NSF Runway Inspection

Start: August 19

Department: NSF

Responsibility: NSF Station Manager

Equipment: Pickup truck or van, survival bag(s)

Tools: None

Personnel: NSF Manager, Operations Supervisor

1. Inspect entire runway, markers, approach lights, fuel pits, townsite, buildings and roads leading to Pegasus at least 48 hours prior to first flight.
2. Report any findings, positive or negative, to the Station Operations Supervisor.

Flight Operations

Start: August 21

Departments: ATC, Weather, GEM, Fuels, Logistics, Crash/Fire, Medical, Fleet Operations, Vehicle Maintenance Facility, FEMC Electricians, Food Services

Responsibility: Station Operations Supervisor

Equipment: 936 Forklifts (2), Pax Deltas (2), Cargo Deltas (2), Challenger (1), Challenger Trailer/Freshies Mil-van (1), D-6 Bulldozer (1), Terra Bus (1), Airporters (3), Crash Vehicles (3), Wheeled Ambulance (1), VMF Shop Trucks (2), GPU Power Carts (2), Huffer (1), Herman-Nelson Heaters (6), Various Support Pickups and Vans, survival bag(s)

Tools: As needed per departmental tasking

Personnel: Air Traffic Controller (1), Field Operations Supervisor (1), Weather Forecaster (1), Weather Observer (1), Firefighters (6), Fleet Operations Foreman (1), Ground Electrical Maintenance Crewmembers (2), Electrician (1), Fuelie (1), Mechanics (4), Cargo Handlers (3), Pax Delta Operators (2), Forklift Operators (2), Cargo Delta Operators (2), Challenger Operator (1), Bulldozer Operator (1), Terra Bus Operator (1), Airporter Drivers (3)

Frequencies:

- Local Logistical Ground Communications – Channel 10
- Crash/Fire – Channel 2
- Medical – Channel 5
- SAR – Channel 4, 10

ATC (Air Traffic Controller)

1. Keep ATC chronological log of Mac Center, Pegasus Airfield, NAVAIDS(s), communication status and tapes file.
2. Notify South Pole of flight times and ensure South Pole is on the air to assist with communication if required.
3. Starting 1 hour prior to ETD from Christchurch, monitor all required air/ground communications and all ground/ground communications in Mac Center .
4. Transmit aircraft arrival, departure and estimated messages to Auckland Radio. Coordinate altitudes and radio frequency changes with Auckland Radio via HF radio, aircraft relay or telephone. Ensure timely passage of messages to the aircraft commander.
5. Provide air traffic control services for aircraft south of 60 degrees south for USAP aircraft and emergency services for non-participating aircraft.
6. Advise the aircraft to raise flaps immediately after landing and prior to taxiing.

Note The procedure above may have been updated in ATS SOP's which should supercede the information in this document.

Weather

1. Provide TAFs, Observations, Soundings and Imagery as required.

Ground Electronics Maintenance

1. Ensure NAVAID(s) are operational, adjust as necessary and stand by at the Pegasus Airfield if needed.

Field Operations Supervisor

1. Report to Pegasus one hour prior to scheduled arrival time of flights.
2. In the event of ground fog the Field Operations Supervisor will order non-essential vehicles to a location away from the runway and apron.
3. After the aircraft lands the Field Operations Supervisor will advise the cargo off-load crew when they may approach the aircraft per approval from ATC.
4. The Field Operations Supervisor will monitor the overall flight operation and act as liaison for additional on-site information that may need to be reported to Mac Center or the Firehouse from the Pegasus Airfield.

Fleet Operations Foreman

1. Inspect the runway no later than one hour prior to the arrival of the aircraft and as needed due to conditions.
2. Assist where needed in cargo off/on load.

ARFF

1. The Fire Captain will coordinate all emergency responses, including but not limited to, aircraft emergencies and search and rescue.

2. The Fire Captain will report to ATC that the airfield is secure prior to flight arrivals. If the airfield is not secure, the Fire Captain will notify the ATC and they will transmit a hold signal to the aircraft.
3. Provide fire fighting response for C-141 WINFLY operations at Pegasus Airfield. Man Pegasus Airfield ETA (minus) –1 hour and remain on station until 1 hour after the aircraft departs.
4. Provide coverage with three ARFF vehicles including a qualified driver and a firefighter for each.
5. During air operations a wheeled ambulance and a Pax Delta ambulance will be positioned at the Pegasus Airfield townsite with qualified operators.
6. Provide emergency medical services at Pegasus Airfield during WINFLY flight operations.

Note The Pax Terminal at the Pegasus Airfield shall be used for patient evaluation, stabilization and prep for transport in the event of any casualties.

7. Triage personnel and the wheeled ambulance will remain at the airfield from ETA –1 to 1 hour after departure.
8. During refueling operations watch for overflow of fuel on top of wings.

Note If this occurs it will usually happen on the lower wing.

Firehouse

1. Monitor and account for all personnel and vehicular movement to and from Pegasus Airfield in support of WINFLY.

Note Personnel checking out and in will furnish the firehouse with vehicle number, type, driver, personnel on board, destination, point of contact and ETR.

2. Monitor and control the I-net (Ch.1), Crash-net (Ch.2) and the MCC-net (Ch.10).

3. The senior fire fighting official in Mc Murdo and a minimum of five full-time firefighters will cover any Mc Murdo fire fighting response necessary.

Medical

1. The Medical Doctor and remaining medical personnel will remain in Mc Murdo throughout the WINFLY evolution to provide support to Mc Murdo and vicinity.
2. In the event of an emergency, these personnel will provide treatment information as required and prepare for patient arrival at Mc Murdo clinic.

If a Mass Casualty event occurs, the Disaster Response Plan will be implemented, with the recall of all disaster response teams.

1. The Field Operations Supervisor will use Channel 10 to communicate with the Disaster Response Operations Center.
2. The Disaster Response Team Leader and Assistant Team Leader will man the Disaster Response Operations Center communications console.
3. If roads allow the use of wheeled vehicles, the triage area will be set up at the nearest point accessible by wheeled vehicles.
4. If necessary, the heated freshies mil-van on the Challenger trailer will be used to transport victims to a site where wheeled vehicles can access.

Fleet Operations

1. Place power carts, Huffer, and heaters in the fuel pit area in preparation of flights.
2. Assist in cargo operations and drive cargo and pax vehicles as necessary.
3. Stand by to offer any towing assistance if necessary.
4. Operate the Challenger and freshies trailer.
5. Stand by at the bottom of Scott Base Hill with a bulldozer to help the Challenger up the hill.

Vehicle Maintenance Facility

1. Ensure the Power Cart is operational and available for use if required.
2. Ensure adequate (at least six) Herman-Nelson style heaters are available for heating the aircraft landing gear.
3. VMF personnel will be positioned at the Pegasus Airfield during flight operations to provide the necessary aircraft ground support (GPU, heaters etc.).

Electrician

1. Stand by at the Pegasus Townsite as a precaution for any necessary electrical repairs.

Logistics

1. Perform off/on-load of cargo with.
2. Provide assistance for cargo strapping and any necessary ground help.
3. Perform break-out of cargo in Mc Murdo.

Fuels

1. Direct aircraft into fuel pits.
2. Coordinate and refuel aircraft.
3. Resupply bulk tank with fuel as required.

Food Services

1. Adjust meal hours at the Mc Murdo Dining Facility during WINFLY flight operations to accommodate incoming passengers and personnel involved in airfield support.

Acronyms and Abbreviations

AAOPS:	Antarctic Area Operations
APU:	Auxiliary Power Unit
ASOS:	Automated Surface Observation Station
ATC:	Air Traffic Control
ATO:	Air Transportation Operations
ATS:	Aviation Technical Services
DMSP:	Defense Mapping Satellite Program
ECW:	Extreme Cold Weather
ETA:	Estimated Time of Arrival
ETD:	Estimated Time of Departure
ETR:	Estimated Time of Return
FEMC:	Facilities Engineering, Maintenance and Construction
FTP:	File Transfer Protocol
GEM:	Ground Electronics Maintenance
GIF:	Graphic Interchange Format
GPS:	Global Positioning System
HF:	High Frequency
LGP:	Low Ground Pressure
MCC:	Movement Control Center
NAVAID:	Navigational Aid
NOAA:	National Oceanic and Atmospheric Administration
NOTAM:	Notice to Airmen
NSF:	National Science Foundation

- PAX:** Passengers
- REILS:** Runway End Identifier Lighting System
- RPSC:** Raytheon Polar Services Company
- SAR:** Search and Rescue
- SATCOM:** Satellite Communications
- SMM:** Station Management Manual
- SOP:** Standard Operating Procedure
- TACAN:** Tactical Air Navigation
- TAF:** Terminal Aerodrome Forecast
- USAP:** United States Antarctic Program
- VMF:** Vehicle Maintenance Facility
- WINFLY:** Winter Fly-in

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