

CertAlert

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This CertAlert pertains to:
All 14 CFR part 139 Airport Operators

The Weather Outside is Frightful, The Snow Is So Delightful

Delightful? Snow removal means more vehicles on the movement area, dangerous conditions with ice and snow and lots of irregular activity. Hopefully most of you who operate airports in those areas that regularly get snow have already prepared for the season. The following incident occurred yesterday at an airport in the United States.

“Truck 13, snow removal vehicle, requested from Ground Control (GC) to proceed from hangar to FBO. Truck 13 was instructed to hold short of Runway 19 at Taxiway Hotel, which driver read back correctly. CRJ2, cleared for takeoff Runway 1 full length was starting departure roll when Local Control (LC) observed Truck 13 past the hold short lines at Hotel. LC immediately instructed GC to get the vehicle back but Truck 13 was already backing up after encroaching upon the runway edge line. CAA 195 rotated after passing Taxiway C and vehicle continued backing up beyond hold lines. Closest proximity reported when CAA 195 rotated was at 3,000 feet horizontal.”

This incident was classified as a runway incursion. We are sending this information to you so that you can remind your employees to be extra careful during snow removal activities.

Help prevent runway incursions by briefing your employees regarding driving on the airfield and communicating with the air traffic controllers. Ensure that everyone who will be out on the airfield has received drivers' training. If there is no tower on your airfield, make sure employees know the procedures for using the UNICOM. If snow removal is being conducted by a contract company, make sure that the vehicles are being escorted or supervised by airport employees. The contracted company should also receive training/briefings.

Make sure all NOTAMs are current and conduct a mid-season review of your Snow Removal Plan.