



**NTSB** National Transportation Safety Board

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*Office of Aviation Safety*

# **Airport and Survival Issues**

Bombardier CRJ-200

Pinnacle Airlines

Traverse City, Michigan

April 12, 2007

# Traverse City Airport (TVC)

- Part 139 certificated airport
- Snow and ice control plan
  - Runway contamination removal
  - Runway surface condition reporting

# Snow Removal Activities

- Before accident flight arrived
  - Runway plowed full length and width
  - Field condition report issued
- Increasing snowfall
- 10 minutes later - braking action “nil”

# Airport Condition Report Options

- TVC operations website (real time)
- Notice to airmen
- Direct communications with pilots on common traffic advisory frequency (CTAF)

# Airfield Communications

- 12:25 a.m. – Initial contact with TVC operations personnel
- 12:27 a.m. – Report of “thin wet snow over patchy thin ice” received
  - First runway contamination indication
- 12:38 a.m. – Braking action “nil” report
  - Not heard by pilots
- 12:41 a.m. – Braking action “probably nil” report
  - Captain requested confirmation
  - TVC airport operations did not confirm

# FAA Advisory Material

- Advisory Circular
  - Triggers for snow removal: snow depth
  - No triggers based on friction assessments
- SAFO 06012
  - Operations in “nil” conditions unsafe
- No FAA restrictions on airports regarding friction

# Accident Detection and Location

- Aircraft rescue and firefighting crew unsure of accident location
- Forward-looking infrared device did not help
- Little Rock, Arkansas accident
  - Recommendation to evaluate crash detection and location systems
  - Classified “Open – Unacceptable Response”



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