

# RUNWAY SAFETY ALERT

## SNOW REMOVAL EQUIPMENT INCIDENTS

***Snow/ice control operations provide an opportunity for surface incidents, and every surface incident is an opportunity for an accident. You can help reduce the possibility of a surface incident. Please take action at your airport NOW!***

### SNOW REMOVAL EQUIPMENT:

A snowplow had been previously authorized to complete one turn around on Runway 27 at Taxiway S. ATCT observed this operation to be complete. After noting the plow was clear of the safety area, an aircraft was cleared to land on Runway 27. As the aircraft was crossing the approach end, ATCT observed the snowplow crossing the Taxiway S hold line. The aircraft landed and stopped 800 from Taxiway S. The airport indicated the snowplow driver slid on ice across the hold line while completing a turn on the taxiway.

- Does your driver training program address the importance of maintaining situational awareness?
- Do staffing procedures consider fatigue or other factors that may affect driver performance?
- Do you conduct post snow event meetings with airport personnel and tenants to share lessons learned?

### SNOW REMOVAL EQUIPMENT CONVOY:

The lead vehicle in a convoy of snow removal equipment operating southbound on Runway 17 was instructed to hold short of Runway 9. The driver read back the hold short instructions. Minutes later, ATCT contacted the lead vehicle to verify they were holding short of Runway 9 for landing traffic and the driver acknowledged. The vehicle then entered Runway 9 without authorization while an air carrier aircraft was landing. A second vehicle crossed the hold short line for Runway 9 on Runway 17, but did not enter the runway.

- Does your airport have strong sanctions for non-compliance with movement area procedures as a deterrent to surface incidents and runway incursions?
- Does your driver training program address complacent listening?
- Do you think situational awareness played a role in this event? Do you train on maintaining situational awareness during restricted visibility conditions?

### SNOW REMOVAL EQUIPMENT:

An air carrier aircraft was cleared for takeoff on Runway 22 from Taxiway A1. At this time, a snow removal vehicle was roughly 200 feet southeast of Runway 4/22 on Taxiway B moving northwest at an estimated 35 to 40 mph. ATCT recognized the vehicle was not going to hold short, and cancelled the air carrier's takeoff clearance. The air carrier was on the runway and in position for departure as the vehicle crossed the southeast edge of Runway 4/22 at Taxiway B without authorization.

- Are you personally committed to eliminating distractions (cell phone, personal issues, work problems) when operating on the movement area?
- The life you save may be your own! Always look left and right before crossing the hold line.
- Do you have authorization to cross? If in doubt... ask!

### SNOW REMOVAL EQUIPMENT:

A snow removal vehicle was sanding an ARFF access road west of Runway 35. The driver made a 180-degree to reverse direction on the access road and entered Runway 35. The local controller observed the vehicle deviation, as an air carrier aircraft was on about 1.5 mile final. The air carrier aircraft was sent around.

- Do you think that you could operate on a service road and not realize you were entering the runway?
- What visual cues are present on your service/ARFF access roads to help vehicle operators identify the runway or taxiway movement area environment?
- Do you think complacency was a factor in this incident? What can be done to prevent complacency at your airport?
- Does your training program utilize a driver proficiency or currency standard for individuals to maintain movement area driving privileges?