



**425 227  
1223**

**Office of  
Runway  
Safety**

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Program  
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**I Want You!  
To stop at  
HOLD SHORT LINES**

# Incursion Performance - ANM

FY 2009					
REG	OE/D	PD	VPD	MISC	TOTAL
AAL	1	4	1		6
ACE	1	5	4		10
AEA	7	24	10		41
AGL	5	26	17		48
ANE	1	4			5
<b>ANM</b>	<b>2</b>	<b>27</b>	<b>7</b>		<b>36</b>
ASO	9	49	16		74
ASW	11	36	11		58
AWP	9	75	15		99
<b>TOTAL</b>	<b>46</b>	<b>250</b>	<b>81</b>		<b>377</b>

FY 2008					
REG	OE/D	PD	VPD	MISC	TOTAL
AAL		4	3		7
ACE		11	1		12
AEA	6	20	4		30
AGL	10	35	12		57
ANE		11	4		15
<b>ANM</b>	<b>4</b>	<b>20</b>	<b>11</b>		<b>35</b>
ASO	15	61	17		93
ASW	5	24	13		42
AWP	9	67	20		96
<b>TOTAL</b>	<b>49</b>	<b>253</b>	<b>85</b>		<b>387</b>

# Snow Removal Procedures

- **FAR Part 139 requires airport to develop a Snow and Ice Control Plan**
  - Requires development Letter of Agreement (LOA) with the Air Traffic Control Tower (ATCT)
  - For airports where the ATCT closes, suggest establishment of an LOA with the Air Route Traffic Control Center (ARTCC) or TRACON
    - The Snow and Ice Control Plan (SICP) should contain specific procedures when the ATCT is closed, including non-towered airports
    - Direct contact with ARTCC or TRACON, who is clearing aircraft for IFR approaches is highly recommended
- **Publish appropriate NOTAMS and maintain a NOTAM Log**
  - NOTAMS must be timely, one NOTAM for snow season is not effective or reasonable

# Lack of Constant Intensity for Holding Position Signs

- **Common RSAT Finding – Hold position signs change intensities with runway or taxiway lights**
  - Holding position signs for runways, ILS critical areas, approach areas, and their associated taxiway location signs are illuminated when associated runway lights are illuminated. Runway exit signs should be illuminated when the associated runway lights are illuminated.
  - **Lighted signs are to be installed with a constant current regulator to ensure consistent illumination when runway/taxiway lights are activated at all brightness steps.”**
    - Source: AC 150/5340-18E, Standards for Airport Sign Systems

# Lack of Constant Intensity for Holding Position Signs

- **Signs Styles**

- Style 1 - powered from a 120 volt AC power source.
- Styles 2,3 - powered from a series lighting circuit
- Style 4 – Unlighted
- Style 5 – 5.5 amp series lighting DEDICATED circuit

- **Mismatch between sign type and circuit type could result in varying intensity**

- **Need constant current regulator – not provided with sign**

# Vehicle Procedures

- **Drivers training needs to emphasize the following**
  - Avoid use of the word “**clear**” and use “off” to notify ATCT that you are off the runway
    - In ATC world, reserved for “clear for ... “
  - Identify the runway you want access to by the runway in use
    - Say Runway 16 when aircraft land to south instead of Runway 16/34
    - Helps pilots understand where the vehicle is going to be

# Vehicle Procedures

- **ATCTs should have vehicles on ground control when on taxiway, local control (tower) when on runway**
  - Aids situational awareness for pilots
- **Letters of agreement that allow airport ops to drive on taxiways without ATCT contact area being discouraged**
  - Recommend at least contacting ATCT when leaving/entering movement area
  - Recommend using progressive clearances when possible/necessary

# Navaid Status

- **When closing runways or displacing thresholds, recommend**
  - Turning off or disabling Visual Glide Slope Indicators
  - ILS glide slope and localizer if warranted
  - Operational VGSI to a closed runway constitutes Hazardly Misleading Information
- **VGSI can be disabled by blocking visibility by pilot**
- **Judgment call as to what duration of a runway closure warrants a shutdown**

# Airport Diagram Updates

- **NACO Airport Diagrams are often found to be out of date**
  - Updates can/should come from airport managers or ATCT managers
  - Updates can be done via email to: [9-AWA-ATS-Diagrams@faa.gov](mailto:9-AWA-ATS-Diagrams@faa.gov)
- **Remind ATCT managers they are responsible for checking accuracy of diagrams**
  - Paragraph 2-1-6 of Order 7210.3, Facility Operation and Administration, requires AT managers to check the accuracy of official publications and initiate corrections as required.
- **Difficult to time completion of airport projects with publication dates**

# Vehicle Deviations

- **Vehicle failed to give way to aircraft on a closed runway surface**



# Reading, PA – Citation vs. Tractor



E:\Airport conf\  
DG80308DraftV2.ex



# Risk Management ??



C:\animations\  
MLI012108v3.exe

