

# AIRPORT CERTIFICATION INFORMATION BULLETIN

**DATE: 09/30/2008, NUMBER: 08-12**

**CertAlert #08-11**

**Clear & Concise Communications During Winter Operations**

FAA has recently issued a CertAlert #08-11 which discusses the need for clear and concise communications when conveying runway condition reports directly to flight crews. While this CertAlert focuses on communications to flight crews, the principals contained in this CertAlert are applicable anytime conveying airfield condition reports via radio to other parties (i.e. ATCT, Airline Stations, Airport Operations Offices, etc.).

We recommend all Part 139 Airports in the Great Lakes Region, review this CertAlert with all personnel responsible for the collection and dissemination of airfield condition reports. The entire CertAlert and NTSB Accident report are available for download via the links below:

[http://www.faa.gov/airports/airport\\_safety/certalerts/media/cert0811.pdf](http://www.faa.gov/airports/airport_safety/certalerts/media/cert0811.pdf)

<http://www.nts.gov/Publictn/2008/AAR0802.pdf>

## CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE

AIRPORT SAFETY AND OPERATIONS DIVISION AAS-300

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**DATE:** 09/24/08 **No. 08-11**  
**TO:** Airport Operators, FAA Airport Certification Safety Inspectors  
**TOPIC:** NTSB Recommendations for Clear and Concise Airport Communications

**PURPOSE:** The purpose of this CERT ALERT is to draw attention to and emphasize the importance of clear and decisive radio communications between airport operators and pilots when conveying runway conditions directly to flight crews operating aircraft during winter weather conditions.

**BACKGROUND:** On April 12, 2007, Pinnacle Airlines Flight #4712 experienced an excursion off the departure end of Runway 28 after landing at Cherry Capital Airport in Traverse City, Michigan during winter weather conditions. While the National Transportation Safety Board's (NTSB) investigation revealed the flight crew's failure to conduct a landing distance assessment as the probable cause of the accident, the airport operator's conveyance of runway conditions lacked specific and decisive phraseology to the flight crew regarding the latest surface conditions on the runway just minutes prior to landing. For more information regarding this accident, the final report is available by visiting <http://www.nts.gov/Publictn/2008/AAR0802.pdf>.



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