



**FAA**  
**Great Lakes Region, Airports Division**  
**Safety & Standards Branch**

## **Airport Certification Information Bulletin (ACIB) 14-03**

### **Subject: Airport Safety Self-Inspection Reminder**

The winter of 2013-14 has been one for the record books. Along with record high snowfall amounts and low temperatures comes the additional challenge to maintain a safe operating environment for aircraft utilizing your airport. Unfortunately, accidents and incidents do occur, and whether it is an aircraft excursion, runway incursion, disabled aircraft, or significant meteorological event, airports have certain responsibilities post-accident / incident to maintain compliance with 14 CFR Part 139 requirements.

Airports should familiarize themselves with Special Inspection criteria set forth in FAA Advisory Circular 150/5200-18C *Airport Safety Self-Inspection*, as well as the requirements in each airports Airport Certification Manual.



### **ACTION REQUIRED**

Beyond the routine requirement (*as outlined under 14 CFR Part 139.327*) of daily *Self-Inspections*, an airport is also obligated to conduct and document a special self-inspection based on the following circumstances:

- ***When unusual conditions exist, such as construction activities.*** Areas of focus should include, pavement, safety areas, airfield lighting, markings, FOD, etc. These areas should be inspected prior to construction personnel exiting the airfield so that any deficiencies can be corrected as soon as possible.

- ***As a result of meteorological conditions that may affect air carrier operations.*** There are several issues that can arise during certain weather events. For example, excessive heat, rapid freeze/thaw periods, winter events, lightning strikes, high winds, heavy rainfall, etc., can produce unforeseen pavement issues. Airport operators should be conducting additional inspections of paved areas to check for pavement blow-outs, debris, and unsafe conditions that could damage aircraft or cause pilots to lose directional control.
- ***Immediately following an accident or incident.*** This inspection should focus on ensuring those areas and systems available to aircraft (paved areas, safety areas, markings, signs & lighting) are properly installed, functioning, and providing an accurate reference to the user. The inspection not only assures safety and compliance, but also serves to reduce the likelihood that an airport condition could contribute to an accident or incident.

Ultimately, if an airport operator is not able to correct an unsafe condition, the airport must limit aircraft operations to those portions of the airport not rendered unsafe by those conditions (*as outlined under 14 CFR Part 139.343*). To reiterate, it is the airports responsibility to not only notify air carriers of unsafe conditions at the airport (via NOTAM, field condition report, ATC, etc.) but also to restrict access to those areas until corrective measures can be taken. For example, it is not enough to issue a NOTAM for 3 foot snow banks adjacent to a taxiway, nor simply report a “NIL” condition. Access must be restricted to those areas until the safety hazard can be alleviated.

The results of these observations and special inspections must also be properly documented on an FAA Approved Self-Inspection form / report. The record of inspection, showing the conditions found and all corrective actions taken is required to be maintained for at least 12 consecutive calendar months. The following are few examples of incidents or accidents that would trigger a requirement for a special inspection: an aircraft excursion, runway incursion, wildlife strike, damage to aircraft (blown tire, engine failure), etc.

If you have any questions concerning this bulletin, please contact your assigned Airport Certification / Safety Inspector.