Certification of Airports (Part 139)

Trends

Prepared for: 2018 Southwest Airport Conference

Presented by: Denson E. Stasher
Lead Airport Certification Safety Inspector

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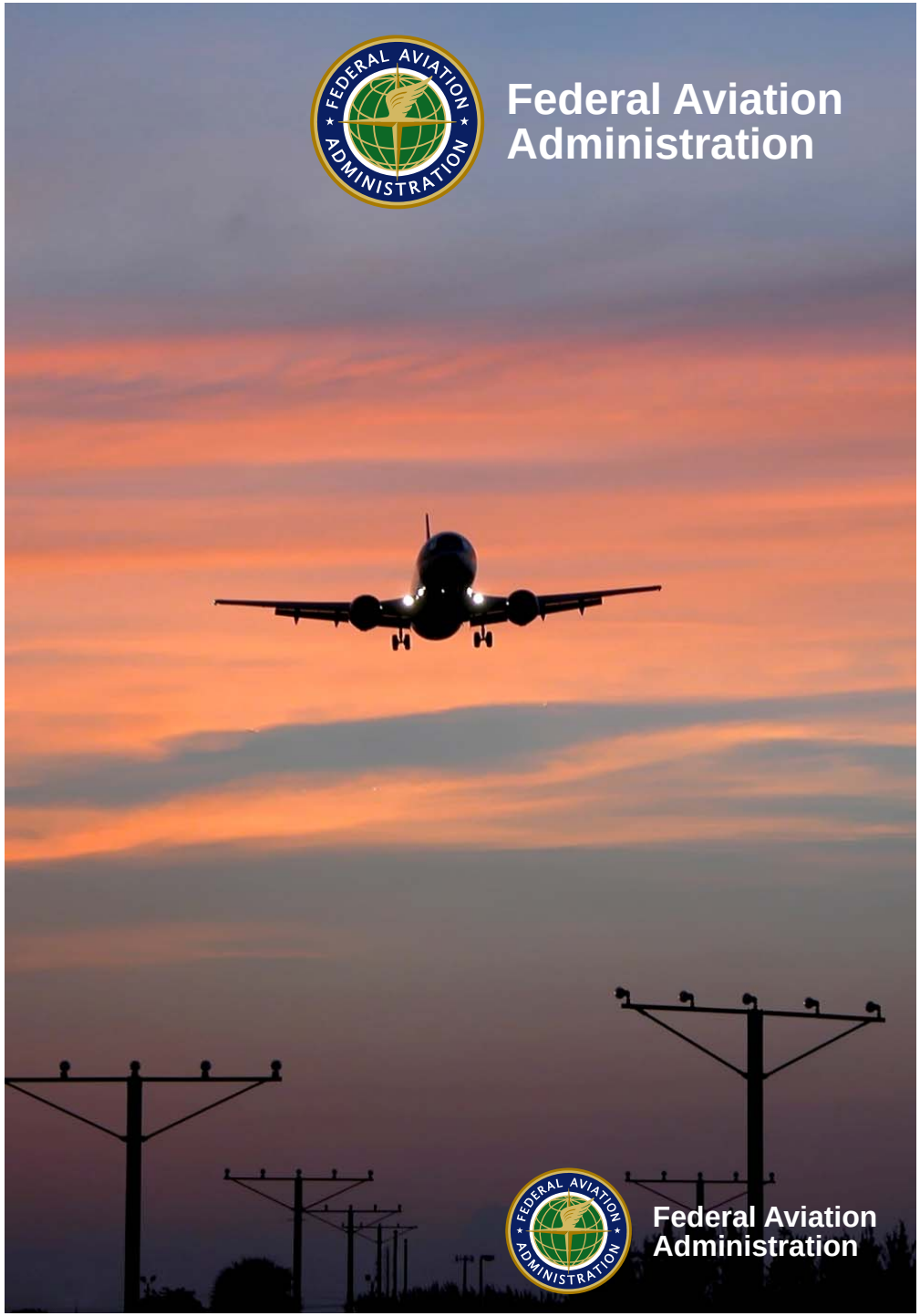


ASW V/PD COMMON EVENT CODES FY 2016 & FY 2017

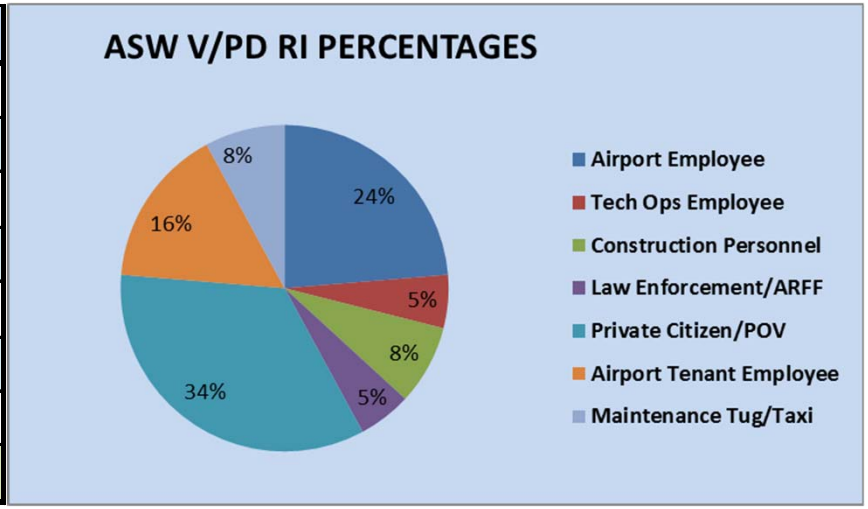
VPD		
	2016	2017
Error Code 29	13	11
Error Code 30	17	17
Error Code 32	3	6

Error Code 29	POV or pedestrian(s) (not authorized access to airfield) entered/crossed runway without communication/authorization.
Error Code 30	Airport vehicles/personnel (authorized access to airfield) entered/crossed runway(s) without communication/authorization. This includes maintenance taxi or tugs, including tows.
Error Code 31	Airport vehicles/personnel/maintenance taxi (authorized access to airfield) crossed hold short line only without communication/authorization.

ASW Number & Percentage of V/PD's FY 2017

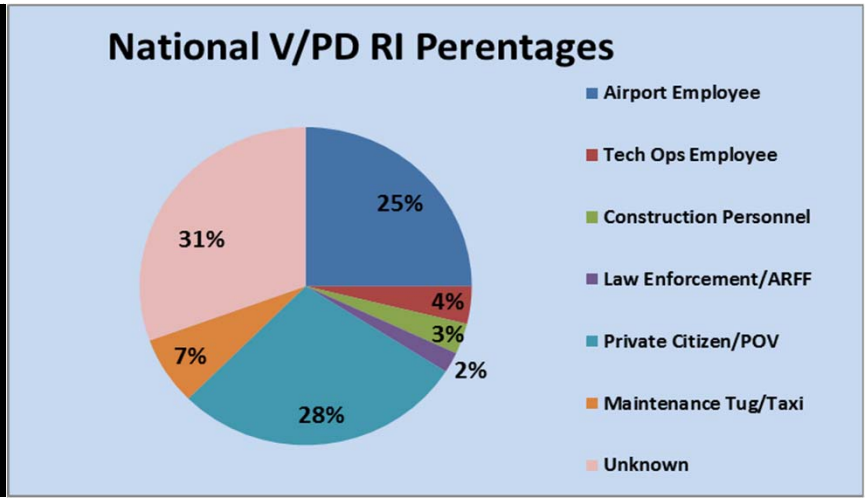
ASW

Vehicle Classification	Number of RI's
Airport Employee	9
Tech Ops Employee	2
Construction Personnel	3
Law Enforcement/ARFF	2
Private Citizen/POV	13
Airport Tenant	6
Maintenance Tug/Taxi	3
SUM:	38

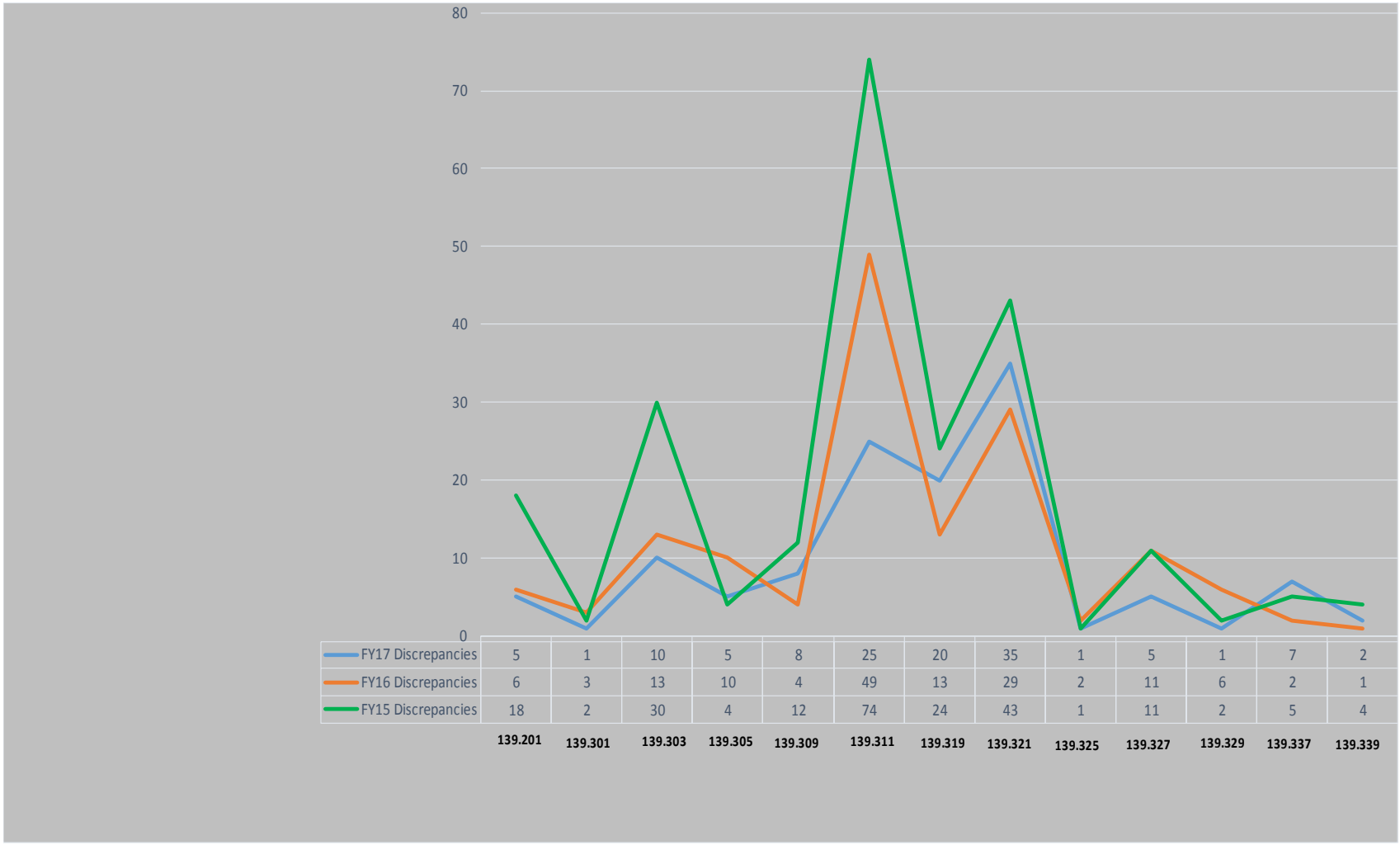


NATIONAL

Vehicle Classification	Number of RI's
Airport Employee	72
Tech Ops Employee	11
Construction Personnel	9
Law Enforcement/ARFF	6
Private Citizen/POV	82
Maintenance Tug/Taxi	20
Unknown	88
SUM:	288



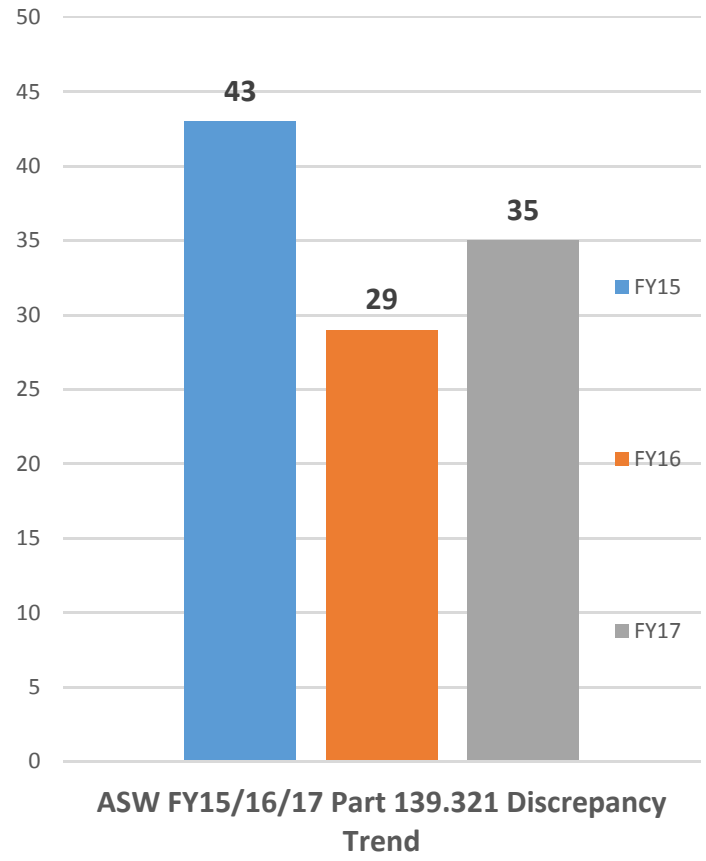
ASW FY17/16/15 Part 139 Discrepancy Trends



	139.201	139.301	139.303	139.305	139.309	139.311	139.319	139.321	139.325	139.327	139.329	139.337	139.339
FY17 Discrepancies	5	1	10	5	8	25	20	35	1	5	1	7	2
FY16 Discrepancies	6	3	13	10	4	49	13	29	2	11	6	2	1
FY15 Discrepancies	18	2	30	4	12	74	24	43	1	11	2	5	4

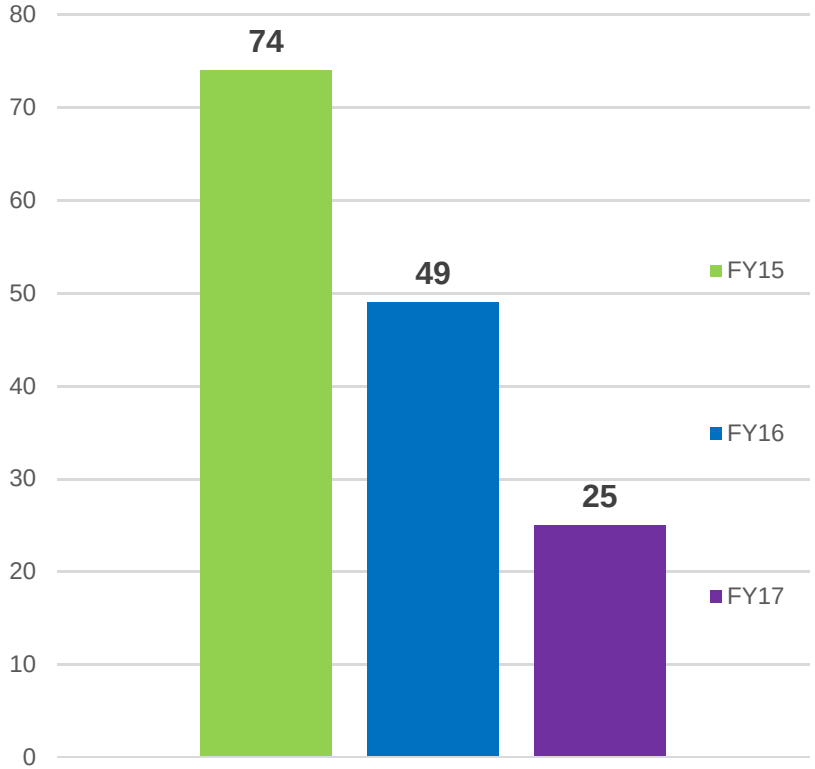
ASW Discrepancy Trends Highlight (311 & 321)

Part 139.321 Handling and Storing of Hazardous Substances and Materials



ASW FY15/16/17 Part 139.321 Discrepancy Trend

Part 139.311 Marking, Signs, and Lighting



ASW FY15/16/17 Part 139.311 Discrepancy Trend

National Fire Protection Association (NFPA)

- **NFPA 407 2017 Edition Revisions:**
  - **5.1.10 Fire Protection.** At least one fire extinguisher, with a minimum rating of 40 B:C, shall be provided at each fueling vehicle loading position or rack.
  - **6.1.10.1** Each aircraft fuel servicing tank vehicle shall have two listed fire extinguishers, each having a rating of at least of 40 B:C, with one extinguisher mounted on each side of the vehicle.

National Fire Protection Association (NFPA)

- **NFPA 407 2017 Edition Revisions (conti):**
  - **6.1.10.2 Fire Protection.** One listed fire extinguisher, with a minimum rating of 40 B:C, shall be installed on each hydrant fuel servicing vehicle or cart.
  - **8.1.10.1** Each facility shall have a minimum of one fire extinguisher with a rating of at least 40 B;C and a minimum capacity of 9.0 kg (20 1b.) of dry chemical agent located at the dispenser.

National Fire Protection Association (NFPA)

- **NFPA 407 2017 Edition Revisions (conti):**
  - **8.1.10.2** At least one fire extinguisher with a rating of at least 40 B:C and a minimum capacity of 9.0 kg (20 1b.) of dry chemical agent shall be provided at each emergency fuel shutoff control.

National Fire Protection Association (NFPA)

- **Tentative Interim Amendment (TIA) 1339**
  - Allows the continued use of 80-B extinguishers
  - Allows the use of large capacity extinguishers, which enhance the safety of fueling operations
  - Aligns the requirements of state fire codes and FAA guidance

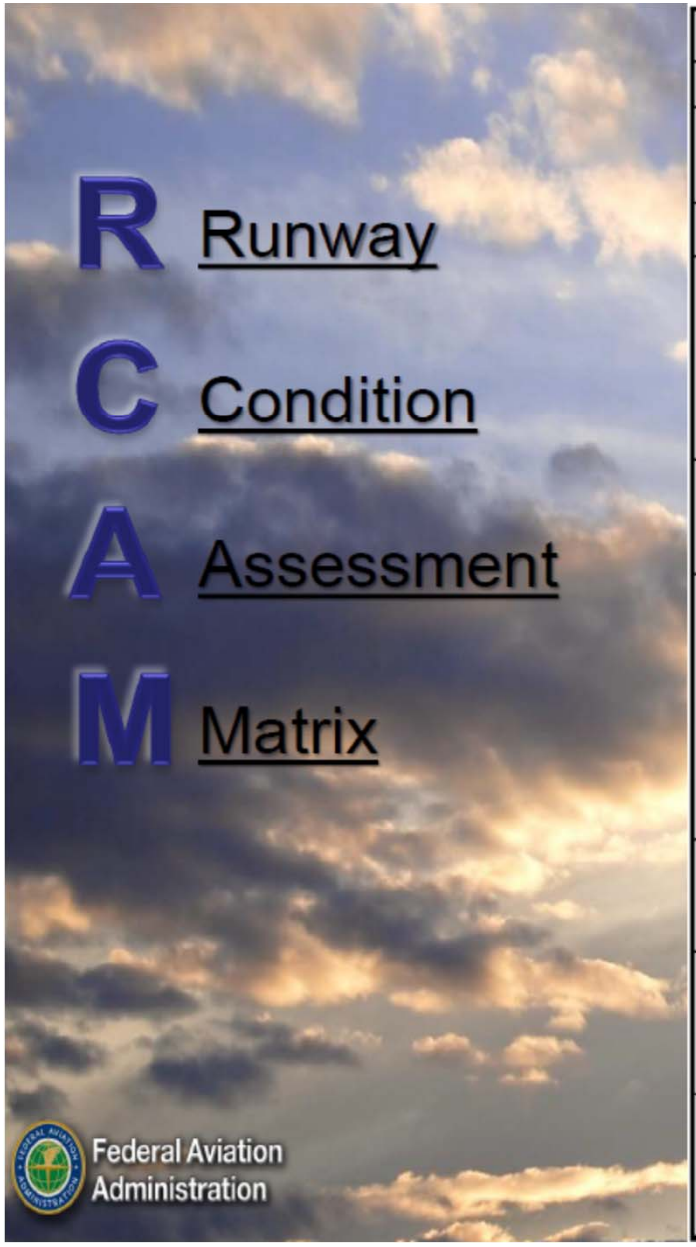
Airport Field Condition and Winter Operations Safety

- Advisory Circular 150/5200-30D, Airport Field Condition Assessments and Winter Operations Safety
  - The AC assisted airport operators in the following:
    1. Developing a Snow and Ice Control Plan, and

    2. Assessing and reporting airport conditions through the utilization of a new assessment tool referred to as Runway Condition Assessment Matrix (RCAM)

Airport Field Condition and Winter Operations Safety

- Advisory Circular 150/5200-30D (conti)
  - Expanded the use of the current NOTAM system technology for airport condition reporting. NOTAM Manager is the preferred and most effective method for entering NOTAMs into the system.
  - Airport operators are also responsible for initiating NOTAMs to report runway condition assessments and Field Conditions “FICON”.
  - The Runway Condition Assessment Metrix (RCAM) is the assessment tool airport operators will use to identify and report runway surface conditions into the FNS



Runway Condition Assessment Matrix (RCAM)

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ)	Vehicle Deceleration Or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	40 or Higher	---	---
• Frost • Wet (Includes Damp and1/8" depth or less of Water) ***1/8" (3 mm) depth or less of:*** • Slush • Dry Snow • Wet Snow	5	40 or Higher	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
5° F (-15°C) and Colder outside air temperature: • Compacted Snow	4	39 to 30	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow ***Greater than 1/8" (3 mm) depth of:*** • Dry Snow • Wet Snow ***Warmer than 5° F (-15°C) outside air temperature:*** • Compacted Snow	3	39 to 30	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8" (3 mm) depth of: • Water • Slush	2	29 to 21	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice	1	29 to 21	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice • Slush over Ice • Water on top of Compacted Snow • Dry Snow or Wet Snow over Ice	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

Any questions?

The End