

An aerial photograph of an airport, likely in the Pacific Northwest, showing runways, taxiways, and surrounding residential and commercial areas. In the background, a range of mountains is visible under a clear sky. The text 'PART 139 UPDATES' is overlaid in large, bold, black letters across the center of the image.

PART 139 UPDATES

3-1-06

SKY-PIX
800.325.4342

PART 139 UPDATES

SAMS

CERT ALERTS

POFZ

ENHANCED TAXIWAY MARKINGS

AREAS OF CONCERN AND INTEREST





SAMS



06-01 Issuance of SAMS 23

CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE

FOR INFORMATION, CONTACT, AAS-300 (202) 267.8728

DATE: 1/10/2006 **No. 06-01**
TO: Airport Operators, FAA Airport Certification Safety Inspectors
TOPIC: Issuance of SAMS 23

Signing and Marking Supplement (SAMS) 23 was issued on January 10 to address in more detail the enhanced taxiway centerline markings. The standards in AC 150/5340-1J, Standards for Airport Markings, for the enhanced taxiway centerlines are sufficient for taxiways that intercept the holding position markings at a 90 degree angle. But when the taxiway is curved or the angle is less than 90 degrees, the installation of the enhancements can be a little more complex. The purpose of SAMS 23 is to set out guidance in the measurement of the dashed markings of the enhanced taxiway centerline.

It can be found on the web at www.faa.gov/arp/safety/index.cfm.

OSB _____ 1/10/2006
Benedict D. Castellano DATE
Manager - Airport Safety and Certification (AAS-300)

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CERT ALERTS



FAR Part 139 Update: Certalerts

06-04 [P-23 Aircraft Rescue and Firefighting Vehicle](#)

06-03 [Embraer 170/190 \(ERJ 170/190\) ARFF Door Operation Notice](#)

06-02 [Aqueous Film Forming Foam \(AFFF\) Meeting MIL-F-24385](#)

05-02 [Fuel Safety Training - Update](#)

www.faa.gov/arp/certification/certalert



FAR Part 139 Update: Certalerts

06-04 P-23 Aircraft Rescue and Firefighting Vehicle



CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE

FOR INFORMATION, CONTACT KEN GILLIAM, AAS-300 (423) 741-2656

DATE: 3/2/2006 **No. 06-04**
TO: Airport Operators, FAA Airport Certification Safety Inspectors
TOPIC: P-23 Aircraft Rescue and Firefighting Vehicle

During a past aircraft accident investigation, the National Transportation Safety Board (NTSB) surfaced a safety issue (non-aircraft accident related) pertaining to the US Air Force P-23 model aircraft rescue and fire fighting (ARFF) vehicle wheel hub/axle assembly. US Air Force actions to address these issues include an engineering analysis, complete redesign of the wheel hub/axle assembly, and extensive laboratory testing.

This Cert-Alert provides a brief history of the P-23 ARFF hub/axle assembly defect and recommended actions.

There are 250 P-23s in the US Air Force inventory. These vehicles were delivered to active duty, Air National Guard, and Air Force Reserve bases between 1994 and 1996. Additionally there are several civilian airport operators who use the P-23s though not for the primary ARFF response vehicle.

An initial hub/axle assembly failure occurred in August 1995 with sporadic failures in 1996 and 1997. Early problems were corrected under the manufacturer's warranty program and were believed to be isolated incidents due to casting anomalies. Failures began to escalate in early 1998. The most notable occurred in February 1998 when a wheel/tire assembly separated from a moving P-23 and rolled into a privately owned vehicle. Analysis and testing indicated that the problem was the result of inadequate design as well as casting and machining defects.

Since March 1998, the US Air Force fleet has been limited to emergency responses and high-hazard standby operations. The US Air Force issued field inspection guidance and restricted speed of the vehicle to 15 miles per hour (MPH) under normal driving conditions and 30 MPH for emergency response when significant pedestrian traffic is present.

The P-23 has eight axle assemblies per vehicle. Fire departments monitor leaking hubs. Axle fluid leakage is a primary indication of a potential crack or seal deterioration until verified through local testing.



FAR Part 139 Update: Certalerts

06-03 Embraer 170/190 (ERJ 170/190) ARFF Door Operation Notice



CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE

FOR INFORMATION, CONTACT Ken Gilliam, AAS-310 (423) 741-2656, ken.gilliam@faa.gov

DATE:	February 9, 2006	No. 06-03
TO:	Airport Operators, FAA Airport Certification Safety Inspectors	
TOPIC:	Embraer 170/190 (ERJ 170/190) ARFF Door Operation Notice	

There is a safety issue involving the E170 and E190 Type I aircraft door operation.

The E170/E190 Type I Aircraft Door is designed such that when operated normally and opened from the outside while armed the escape slide will not deploy. However, there have been at least two occurrences of partial inadvertent slide deployments due to opening from the outside. These inadvertent deployments have been traced to improper operational procedures, as well as to unique features of the door design. Specifically, if the door is armed but the door vent flap is open, the escape slide will deploy when opened from the outside.

This issue potentially poses a threat to Airport Rescue and Fire Fighting (ARFF) personnel in the event of an emergency evacuation or similar event involving the E170/E190.

Previous guidance issued by Embraer stated that opening the E170/E190 aircraft door from the outside automatically disarmed the slide. Based on new information provided by Embraer, this design may be defeated through incorrect operational procedures. It has been found if you use the external handle to open the aircraft door while the aircraft slide is armed and the vent flap is open, rapid door emergency operation will occur and the escape slide will deploy. On all 4 aircraft doors the VENT FLAP must be closed and flush with the door before opening. Embraer released the attached Service Newsletter SNL 170-52-0006 to advise operators of the correct procedure when opening the door from the outside. Similar information will be added to the Aircraft Maintenance Manual and the Aircraft Operating Manual.



FAR Part 139 Update: Certalerts

06-02 Aqueous Film Forming Foam (AFFF) Meeting MIL-F-24385



CertAlert

ADVISORY CAUTIONARY NON-DIRECTIVE

FOR INFORMATION, CONTACT Ken Gilliam, AAS-300 (423)741-2656

DATE: Feb. 8, 2006 **No. 06-02**
TO: Airport Operators, FAA Airport Certification Safety Inspectors
TOPIC: Aqueous Film Forming Foam (AFFF) meeting MIL-F-24385

Advisory Circular (AC) 150/5210-6D, Aircraft Fire Extinguishing Agents, dated July 8, 2004 replaces the previous edition, AC 150/5210-6C, which was issued on January 28, 1985. In the new edition, reference is made to the performance requirements for AFFF. The performance standard is the same as that used by the military, MIL-F-24385, *Fire Extinguishing Agent, Aqueous Film Forming Foam (AFFF) Liquid Concentrate, for Fresh and Seawater*, dated January 7, 1992.

The purpose of this Certalert is to clarify this reference. In the AC cited above, paragraph 3, Application, states: "This AC is not mandatory and does not constitute a regulation. However the information it contains provides an acceptable methodology for complying with Title 14 of the Code of Federal Regulations (CFR), Part 139, Certification of Airports (Part 139). ..." Chapter 6, Performance Requirements, states: "AFFF agents must meet the requirements of Mil-F-24385."

Any AFFF purchased after July 1, 2006 by an airport operator certificated under Part 139 must meet the Mil Spec as mentioned above. There are several reasons for this requirement. First of all, AFFF has to be compatible when mixed. AFFF manufactured by different manufacturers, although meeting the UL 162 standard, may not be compatible. AFFF meeting the Military Specification will always be compatible with other Military Specification AFFF no matter the manufacturer. Second, AFFF meeting the military specification requires less agent than AFFF meeting UL 162 to extinguish the same size fire. Finally, the requirement to use Mil Spec is in concert with the National Fire Protection Association National Fire Code 403, paragraph 5.1.2.1

Airports should not discard their current inventory of UL 162 AFFF, or replace UL 162 AFFF already loaded on apparatus because it is an effective foam. However, all future purchases at certificated airports must conform to MIL-F-24385.

OSB

Benedict D. Castellano, Manager
Airport Safety and Certification Division (AAS-300)

February 8, 2006
DATE



FAR Part 139 Update: Certalerts

05-02 Fuel Safety Training - Update



FAR Part 139 Update: Certalerts

www.faa.gov/arp/certification/certalert





POFZ



Precision Obstacle Free Zones

POFZ

Take effect January 1, 2007

AC 150/5300-13, Airport Design

AC 150/5340-1J, Standards for Airport Markings





ENHANCED TAXIWAY MARKINGS



Enhanced Taxiway Markings

**Commercial service airports with more than
1.5 million passengers.**

Take effect June 30, 2008

**AC 150/5340-1J, Standards for Airport
Markings**



3. ENHANCED TAXIWAY CENTERLINE MARKINGS.

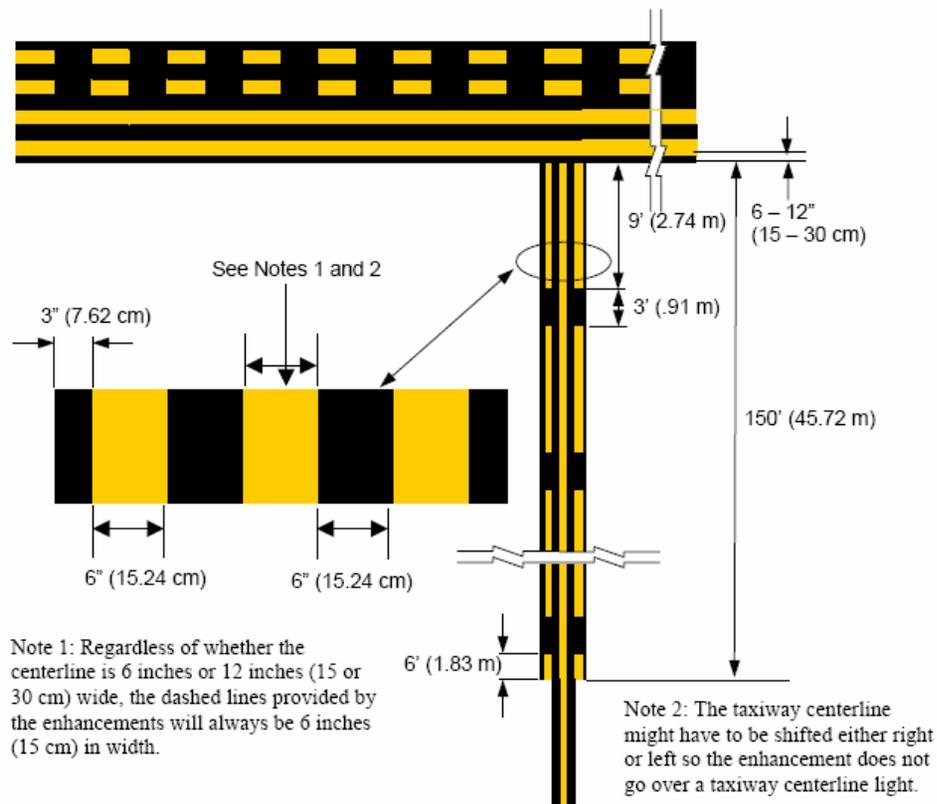


Figure C-1. Enhanced Taxiway Centerline Markings



Note: There must be no partial dashed lines less than 9-feet (2.74 m) at the point of convergence. The first inside dashed lines must be aligned with the outside dashed lines— starting and stopping with the dashed lines on the outside, as shown in the figure above.

Figure C-2. Dashed Lines at Converging Taxiway Centerlines



U.S. Department
of Transportation

**Federal Aviation
Administration**

Advisory Circular

Subject: STANDARDS FOR AIRPORT MARKINGS

Date: 4/29/05

AC No: 150/5340-1J

Initiated by: AAS-300

Change:

(2) The runway holding position markings will be extended onto the paved shoulder to within 5 feet (1.5 m) of the pavement edge or 25 feet (7.5 m) from the edge of the taxiway, whichever is less (Appendix 3, Figure C-3). At airports that have regular service by aircraft in Aircraft Design Groups 5 and 6 (such as the MD-11, A-330, A-340, A-380, B-747, B-767, and B-777), the extended holding position markings will be the only acceptable means of compliance with Part 139 effective June 30, 2008. At all other airports, the extended markings are optional



4. ENHANCED RUNWAY HOLDING POSITION MARKINGS.

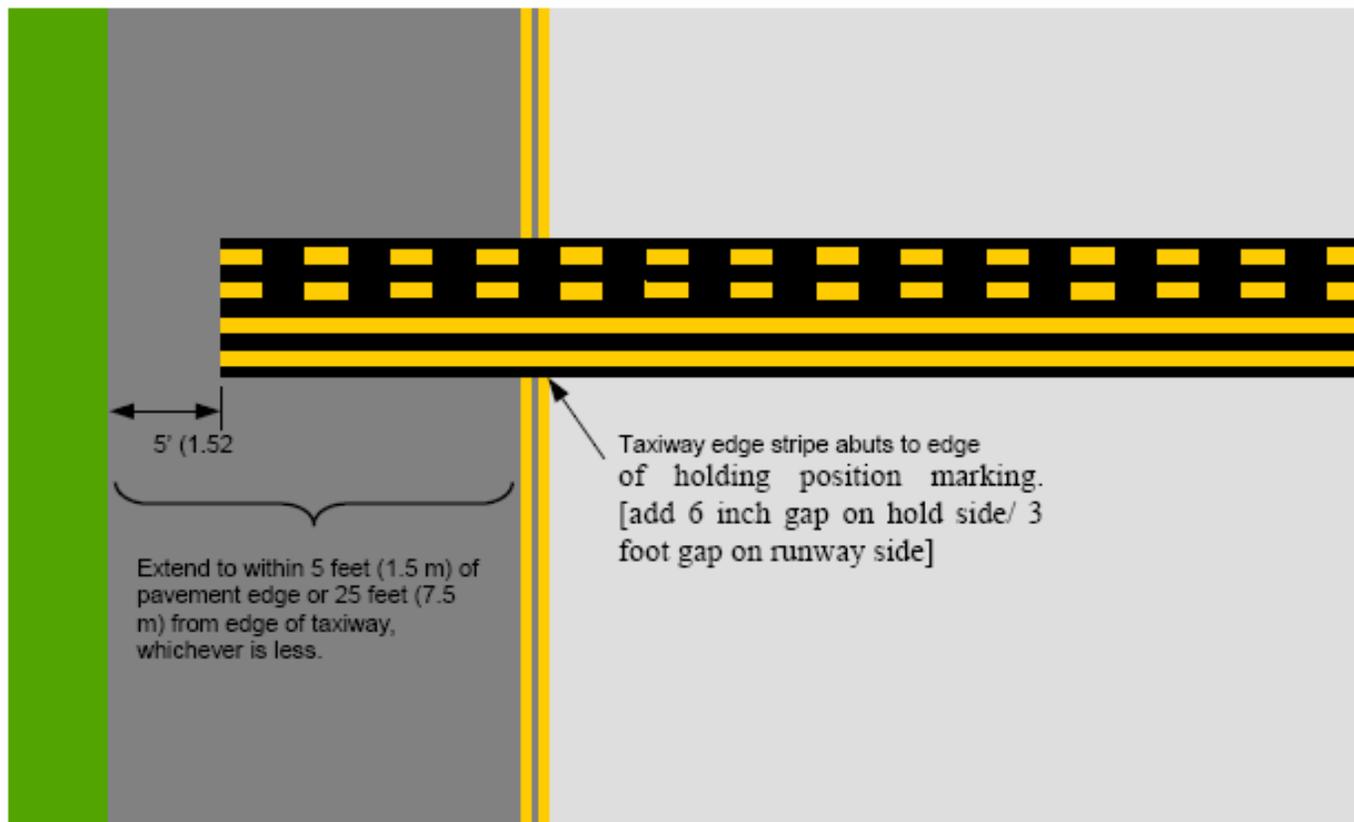


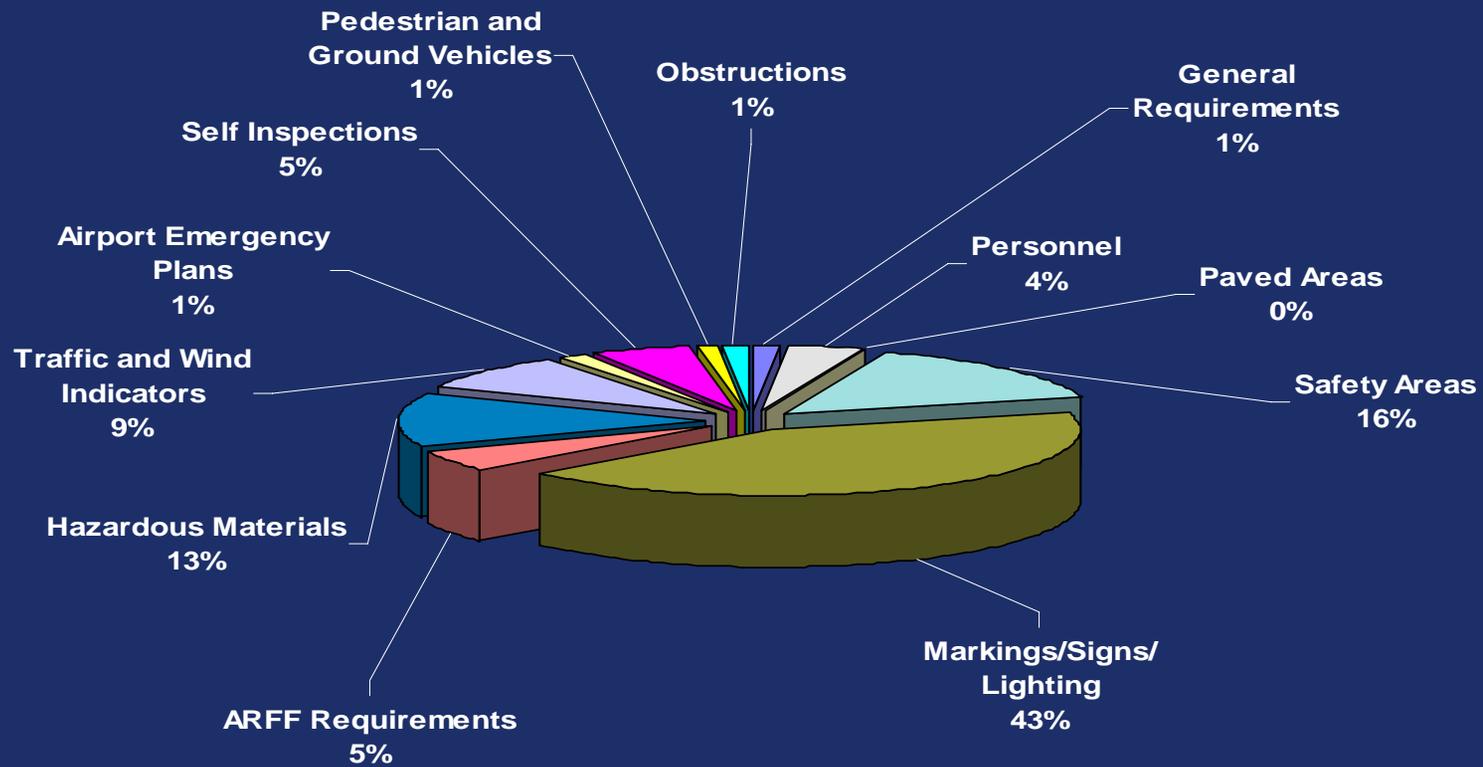
Figure C-3. Enhanced Runway Holding Position Markings on Taxiways

Discrepancy Trends

Issues of Concern & Interest



Northwest Mountain FY 2005 Discrepancies



Of Concern & Interest

Airport Emergency Plans for Class 2, 3, & 4 airports by June 9, 2006.

Part 139.301 and part 139.303 Records and Training. Compliance Dates commence upon ACM approval.





139.327

Airport Self-Inspection



Airport Self-Inspection

- **Myth: An airport does not inspect itself, Airport personnel inspect the airport**
- **59% of Discrepancies involve Marking, Lighting, Signs and Safety Areas**
- **Inspection must document conditions found and corrective actions taken**



Airport Self-Inspection

- **Training: Don't know what they are looking for or not looking (Part 139.327 & AC 150/5200-18C)**
 - Airport familiarization, including airport signs, marking and lighting
 - Airport emergency plan
 - NOTAM procedures
 - Procedures for pedestrians and ground vehicles in the movement and safety areas (139.329)
 - Discrepancy reporting procedures



Airport Self-Inspection

- An inspection is not just an **FOD** check
- Inspect after unusual conditions
- Before, during and after construction
- Periodic Inspection with an area of emphasis



PART 139.301 RECORD KEEPING

- | | |
|---|--------|
| 1. Personnel Training
- 303(c) and (d) | 24 mos |
| 2. Emergency Personnel Training
- 319(i)(5) | 24 mos |
| 3. Airport Fueling Agent Inspection
- 321(d) | 12 mos |
| 4. Fueling Personnel Training
-321(f) | 12 mos |

PART 139.301 RECORD KEEPING

5. Self – Inspection

- 327(c)(1) record of inspection 12 mos
- 327(c)(2) training 24 mos

6. Movement areas and safety areas 24 mos

- 329(f)(1)

7. Accident and incident 12 mos

- 329(f)(2)

8. Airport condition (NOTAMS) 12 mos

- 339(d)

Personnel Requiring Training under Part 139

		<i>303(c) ACM Duties and Access to Movement Areas</i>	<i>319(l)(2) ARFF</i>	<i>319(l)(4) Emergency Services</i>	<i>321(b)(6) Hazardous Medical</i>	<i>325(g)(3) Hazardous Materials</i>	<i>327(b)(3) Emergency Plan</i>	<i>329(e) Self Inspection Vehicles</i>	<i>337(f)(7) Pedestrians and Ground Wildlife Plan</i>
Employee a	Manager	X				X	X	X	X
Employee b	Secretary					X			
Employee c	Operations	X				X	X	X	X
Employee d	Fire Fighter	X	X	X		X			
Employee e	FBO Supervisor				X	X		X	
Employee f	Biologist	X							X
Employee g	Electrician	X							
Employee h	Painter	X						X	
Employee I	Tug Driver							X	



Training Records

Training record templates available on website:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/northwest_mountain/airport_safety/part_139_cert/



QUESTIONS??

