

Major Themes

- **Snow Removal Operations**
- **Updating the Advisory Circular for SRE**
- **Runway Reconstruction Projects**
 - Displaced Threshold Criteria During Construction
 - Use of Lighted X Closure Signs for extended closure
 - ILS and PAPI Shutdown During Construction
- **Safety Management System**
- **Enhanced Surface Painted Signs**

Major Issues

- **Minimum RW Length During Construction**
- **Snow Removal Operations**
 - New AC does not report friction measurements (Mu)
 - PAPI or VASI should be shut off or covered
 - Good idea to scan all frequencies after ATCT hours
 - Real Example: ATCT closed, airport issued NOTAM to close RW, MIRL and REIL shut off and aircraft landed during SR Ops
 - Should contact or have a LOA with the Air Route Traffic Control Center
 - Put on the ATIS when tower closes to monitor CTAF
 - NOTAMS have a delay time
 - Aircraft not required to have radios

Major Issues

- **ATO performing SMS on construction projects. This will not delay construction**
- **SMS Pilot studies only at selected Part 139 Airports**
- **SMS information can be located at FAA Airports, ATO, Port of Seattle, and TRB web sites**
- **AC on SRE is old and outdated**

Take Aways

- **Changes to the AC on Snow Removal need to be monitored**
- **Safety Management System implementation should be open to airports input and implemented over time.**



IOUs

- **Investigate issue of contact towers not accepting requests to put “contact airport snow removal on CTAF prior to landing”**
- **Request schedule for the SRE AC update**