



# Federal Aviation Administration

## National Part 139 CertAlert

\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*

**Date:** 3/26/2018 **No. 18-01**  
**To:** All Title 14 CFR Part 139 Airport Operators  
**Subject:** Minimizing Operational Impacts During Snow and Ice Control Events  
**Point of Contact:** Phillip Davenport, AAS-300, 202-267-7072  
Email: [Phillip.Davenport@faa.gov](mailto:Phillip.Davenport@faa.gov)

**1. Purpose.** This CertAlert reemphasizes best practices identified in the current version of Advisory Circular (AC) 150/5200-30, Airport Field Condition Assessments and Winter Operations Safety. Airport operators should revisit these practices periodically to ensure the best management of significant winter meteorological events at airports across the National Airspace System (NAS).

**2. Background.** Since significant snow and ice events can occur without much warning, it is incumbent upon the airport operator to maintain and update its Snow and Ice Control Plan (SICP) regularly to ensure the safety of aircraft operations. To maximize the availability of runways for safe aircraft operations, airport operators should remain vigilant of weather forecasts and collaborate with all stakeholders.

**3. Discussion.** To ensure airports are thoroughly prepared for any significant snow and ice removal event, we recommend airport operators use the following best practices where applicable:

- a. Establish periodic conference calls with the airlines, air traffic facilities and/or the Air Traffic Organization Command Center, and other local stakeholders to exchange real-time operational and meteorological event information. This will assist in the decision-making process and reduce the likelihood of adverse impacts on local operations and the NAS during significant snow and ice events.
- b. Exchange contact information with all stakeholders, and when possible, limit the contact to a single focal point from the airport to minimize confusion. This is critically important when weather conditions are constantly changing and decisions on the airport's operability are being made.

- c. Reach out to nearby airports and facilities with similar structure, size, and resources to identify other practices that will enhance the operational, procedural, and maintenance aspects of your airport's SICP.
- d. Develop, revise, and coordinate with fixed based operators and air carriers any contingency plans for how the airport will accept and host aircraft when diversion protocols are implemented.
- e. Expeditiously provide information to the Air Traffic Organization or regional equivalent and stakeholders about any changes to the airport's forecasted capacity. Failure to do so may cause delays in the NAS—both airborne and on the ground.
- f. Ensure you issue timely Notices to Airmen (NOTAMs) for any airport condition that may have an impact on aircraft diversions. Be sure to coordinate this information with the air traffic facilities serving the airport and any potentially affected stakeholders.
- g. Review the Prior Permission Required (PPR) policies. Airport operators may choose to put a short-term PPR in place that is necessary for the safe and efficient operation of the airport during extraordinary circumstances (e.g., major meteorological event or natural disaster). The PPR needs to have a legitimate basis that is reasonable and not discriminatory. The duration of the PPR should only be in effect when extraordinary conditions warrant this action. Federal statutory provisions require public-use airports to be available without restriction. Therefore, a PPR provision cannot become a standing or recurring limitation or a routine condition of airport operations. Any long-term PPR, regardless of its purpose, needs to be coordinated with the FAA Office of Airports. FAA Air Traffic Control (ATC) is not responsible for enforcing the PPR.
- h. Practice risk-based winter operations decisions using historical meteorological and operational response data and apply this practice when planning for significant weather events based on forecast data. Begin or expand the process of recording equipment use and impact for significant winter storm events and use this data to more easily match equipment and resources to future forecasts.
- i. Review ACRP Report 123: A Guidebook for Airport Winter Operations, found at <http://www.trb.org/Publications/Blurbs/171976.aspx>. Use this guide to address specific airport winter operational challenges.

**4. Action.** Airport operators should consider these best practices and review the most current version of AC 150/5200-30 and the airport's SICP to determine if modifications are needed.

A handwritten signature in blue ink, appearing to read "Brian Rushforth", with a long horizontal flourish extending to the right.

Brian Rushforth, Manager  
Airport Safety and Operations Division, AAS-300