

## **FAA Airports Perspective**

Every snow removal operation is a balance between safety and efficiency.

It's imperative that airport operators understand that safety comes first, and there are certain times when efficiency -- and there's pressures to open up runways.

If the runway is not ready to be open, it's imperative that the airport operator keeps that runway closed until it can be treated appropriately. Nil conditions on the airfield are an unsafe situation.

Any time the airport operator experiences nil conditions; immediate actions must be taken to close those surfaces to aircraft operations. It's imperative that there is a good process in place.

As a best practice, letters of agreement are usually put in place between the tower and between the airport operator to ensure that as soon as a nil report is received, there is an immediate suspension of operations.

Because airfield conditions can change so rapidly, it's imperative for airport operators to have systems in place that disseminate airfield conditions in a timely manner.

Those conditions, whether they're runway conditions, taxiway conditions, Mu reports, or the PIREP reports that come from the tower to the airport operator, all of that information needs to flow very quickly so the airport operator can make those decisions -- to change their snow and ice control plan, to mitigate the conditions that may cause a runway excursion.