

Safety Committee Minutes

The third meeting of the Nashua Safety Committee was held in the NAA Conference Room on Wednesday, May 3 2006. The meeting started at 11:30 am. There were eighteen attendees.

The airport manager opened the meeting. Manager Rankin started with an observation and recommendation. The minutes of the last meeting had nearly 20 suggestions to look at to enhance the safety at the airport. He stated that it is impossible to work with that many suggestions, and he recommended that we identify and prioritize the most critical from the list.

Mr. Arnie McCalmont asked about statistic data on how many accidents we had experienced at the airport. The only one remembered in recent years (last 10) was the Beech King Air that hit the truck on the north inner taxiway. He said that he believed that we had a good record and that possible we didn't have a problem after all.

Russ Beeson, Tower Manager, said car traffic is excessive on the tower ramp, and he notices excessive speed on it and the inner taxiway from the south end to the tower. Rick Bartle also expressed a similar concern on the traffic on the tower ramp.

Steve McCalmont asked if an education letter had been put together to send to all vehicle permit holders. The manager stated there were over 2200 permits issued and there was not a system in place to perform this in a costly manner. Steve suggested e-mailing this to everyone. The NAA does not have e-mail addresses for the permit holders.

There was talk about channeling the traffic on the tower ramp. Al Fuller, Secretary, NAA, said that he visits many airports all over the US and most of them have very strong restrictions on vehicle operations on the airport. Bangor requires everyone to be fingerprinted, submit a 22 page form, and pay \$40 for a FBI security check before a ramp pass is given and then it only allows one to drive from the gate to one's plane or walk to their plane unescorted. He doesn't see the need for everyone to have access and pass through Foxtrot and Charlie taxiways at the tower ramp. People who want to travel from the north to/from the south end of the airport can use Perimeter Rd. Maintenance and fuel trucks (and other traffic have a need to

travel inside the airport) and should have radio contact with the tower and travel with their emergency flasher lights on. He said that people who want to travel with their car to their plane or hangar should be allowed to do just that.

Dave Pepple, FAA, said he notices that Nashua is very liberal and allows more vehicles than many other airports. He talked about snow and ice removal as the primary vehicle that would need access to the non-movement area of the airport.

Mr. McCalmont said that we shouldn't penalize everyone on the airport for the few that are the problem. He advised that we identify the perpetrators and pull their pass for 30 days. The manager said that was all well and good, but there is no system in place to monitor operations on the ramp.

Roland Noyes said that this is a unique airport. There is no enforcement, and he asked how everyone could be informed. Additionally he has spoken to people that he has observed exceed the posted speed limit or not giving way to taxiing aircraft. He asked about a survey.

Fred Britton, NAA Treasurer, asked if the rules and regulations were being adhered to. Manager Rankin said the tower frequently calls him when they observe infractions and goes out to talk to the individuals.

Lee Zompetti asked about a sign that would say, "Yield to all Aircraft". Also paint the roadway appropriately within FAA directives and publish an article in a newsletter. Also limit access at the fire station gate. Are the current rules and regulation published to all who operate and need to know what they are?

Roland Noyes said that all flight schools should educate their student and limit their travel on the airport to only those places of business. He also said that right now no one has done a traffic study inside the gate.

Manager Rankin discussed the practice of "piggy-backing" when coming through the gate. Operators are not in the habit of stopping after passing through the gate to insure the gate closes and no one else enters on your pass. Ron Willey, NAA Maintenance Superintendent, said the gates are programmed to close as soon as they can after opening. The total time is around 35 seconds. The gate opens 24 feet, remains open for five seconds,

and then closes. The problem is many drivers go through as soon as they physically can, and keep on going and never stop to insure someone isn't coming in behind them on their pass.

After much discussion, the following will be action items.

1. DWC intern to conduct a survey of all vehicles utilizing the inner taxilane through the old tiedown ramp and passing through the tower ramp.
2. Paint a roadway through the tower ramp.
3. Install stop signs by Foxtrot and Charlie taxiways if feasible.
4. Consider a newsletter stating the restrictions on operating on the airport. Allan Fuller said he would help with the making a newsletter/safety brochure.
5. Create a computer list in Excel of all the people who have car passes at the airport. Assign email addresses to that list so that we can make low cost announcements.

A suggestion to put airport information and vehicle operating rules in a Jeppeson type chart that could be installed in the individual Jeppeson chart owners books.

The meeting concluded at 12:30 pm.

Next meeting will be on June 7, 2006. Time 11:30 am at the NAA conference room in building 93.

Respectfully submitted,

Royce Rankin
Airport Manager