Workers must be trained/competent and aware of associated hazards. Use the “Take Ten” tool if needed. Trainees must work under supervision.

This SOP describes to remove snow from airfield surfaces with a front end loader.

Potential Injuries:
Musculoskeletal, cuts, pinch, fumes/inhalation, struck by, bumps, bruises, chemicals, electrocutions, slip/trip/fall, exposure, burns

Potential P&E Incidents:

Mandatory PPE CSA Approved:
CSA approved footwear, hi-vis apparel

Recommended PPE CSA Approved:
Gloves

Tools & Equipment:
Radio communication, amber flashing light, loader

Practice:
1. Pre-project planning
2. Conduct vehicle inspection. Ensure vehicle is free of Foreign Object Debris (FOD)
3. Have appropriate PPE available
4. Determine most efficient snow removal plan and refer to Provincial Airport Maintenance Manual (PAMM) for detailed practices, procedures and priority areas
5. Activate airfield lighting if snow removal is during hours of darkness
6. When entering/exiting a vehicle use a three-point contact as required. Use care and awareness due to icy surfaces.
7. Proceed onto airside in accordance with Airside Vehicle Operators Permit (AVOP)
8. Care and awareness of potential obstructions that may be buried in the snow
9. When working around Navigational Aids, use extreme caution due to their fragility and electrical current. Clean snow from obscured Navigational Aids as required
Workers must be trained/competent and aware of associated hazards. Use the “Take Ten” tool if needed. Trainees must work under supervision.

10. When working around aircraft or other vehicles, exercise extreme caution in the avoidance of vehicle collision and conflicting incidents

11. Care and awareness due to reduced visibility eg. blowing snow, frosted/ice covered windows

12. This task involves frequent backing. Ensure that the area is clear of persons, equipment and aircraft and that the backup alarm is functioning if so equipped

13. Extreme caution should be taken during freeze/thaw cycles. The bucket attachment can dig into the soft ground, gravel, seal coated surfaces, failures or into the asphalt causing personal and equipment damage

14. When snow removal is completed, a visual inspection of the airside should be performed to identify and eliminate any hazards created from this activity – refer to SOP Airport Inspections – Daily

15. Update documentation (runway surface condition, NOTAM)

**Related SOP’s, Training & Manuals**

- Airside Vehicle Operators Permit (AVOP)
- Restricted Operator Certificate-Aeronautical (ROC-A)
- Appropriate Ministry Equipment Certification
- Airport Inspections – Daily SOP
- PAMM
- Safety Manual
- Lifting Manually SOP
- Communication While Driving SOP