Safe Operating Practice

Snow Removal Snow Blower

- Toolbox Meeting
- Pre Trip Inspection
- Snow Blower
- Visual Inspection & Clean Up
- Complete Documentation

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 self-propelled, tractor/loader mounted snow blower.

**Potential Injuries:** Musculoskeletal, cuts, pinch, struck by, bumps, bruises, slip/trip/fall, exposure

**Recommended PPE CSA Approved:** Gloves, safety glasses, hard hat, hearing Protection

**Potential P&E Incidents:** Damage to navigational aids, aircraft, vehicles, buildings

**Tools & Equipment:** Radio communication, amber flashing lights, snow blower, power unit, shovel, crowbar, appropriate hand tools, shear pins.

**Recommended PPE CSA Approved:** Footwear, hi-vis apparel

**Mandatory PPE CSA Approved:** Footwear, hi-vis apparel

**Best Practice**

1. Toolbox meeting/pre-job planning.
2. Conduct vehicle inspection. Ensure vehicle is free of Foreign Object Debris (FOD).
3. Proceed onto airside in accordance with Airside Vehicle Operators Permit (AVOP).
4. For hooking up snow blower on loader/tractor Refer to Attachments Installation and Removal SOP.
5. Determine most efficient snow removal plan and refer to Provincial Airport Maintenance Manual (PAMM) for detailed practices, procedures and priority areas.
6. Activate airfield lighting if snow blowing during hours of darkness.
7. When entering/exiting vehicle use a three-point contact as required. Use care and awareness due to icy surfaces.
8. Care and awareness of potential obstructions that may be buried in the snow (eg. rocks, tie-downs, temporary electrical services, buried lights, manholes).
9. If necessary, you may need to park off maneuvering areas for any repairs or cleaning.
10. Monitor radio at all times while inside Runway Protected Area (RPA).
11. Prior to exiting the vehicle for any reason, ensure that the blower drive train has zero energy (auger, impellers). Refer to operator manual for equipment.
   - If the shear pins break, shut down power take off, turn off unit, depressurize all hydraulics, clear obstructions and replace with new pin or perform repairs as required.
   - Clear obstruction with tools, never use hands or feet to clear obstructions.
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12. When working around Navigational Aids, use extreme caution due to their fragility and electrical current. Clean snow from obscured Nav. Aids – refer to SOP - Snow Removal – Shoveling.

13. This task involves frequent backing up; ensure the area is clear of all obstructions. Exercise extreme caution in the avoidance of vehicle collision and conflicting incidents. Ensure back up alarm is functioning.

14. Care and awareness due to reduced visibility for example: blowing snow, frosted/ice covered windows.

15. Ensure that the discharge (snow, gravel, ice, etc.) will not damage anything as it is thrown from the blower chute. Extreme caution should be used when working around aircraft and PAPI lights. Snow should be blown so that the wind does not blow it back onto the equipment being used for snow removal.

16. Before proceeding off surfaced areas, make sure the blower attachment is in the raised position or the travel speed is reduced to minimize damage if a dig-in occurs.

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

18. When snow removal is completed, a visual inspection of the airside will be performed to identify and eliminate any hazards created from this activity (SOP - Airport Inspections - Daily).


Related SOP’s, Training & Manuals

Training: Airside Vehicle Operators Permit (AVOP), Appropriate Ministry Equipment Certification, Restricted Operator Certificate-Aeronautical (ROC-A)


Manuals: Safety Handbook, PAMM Section 204