

Background:

In an effort to mitigate airfield delays and safety hazards caused by “aircraft slow tows”, LAX Airport Operations will require companies towing aircraft to comply with the new LAX Long Tow Program.

Definitions:

Slow tow: Any aircraft under tow which cannot maintain an average speed of at least 10 mph.

Long tow: Any aircraft under tow for a distance greater than 1500 feet is considered to be a long tow.

Program Goals:

The goals of the LAX Long Tow Program are to maintain airfield safety, prevent delays and congestion and to proactively identify and respond to situations that will lead to a “Slow Tow”.

Program Requirements:

1. All companies must self-identify appropriate pay movers by placing placards on the driver side door area. The placard must be visible to the pay mover operator when approaching the vehicle.
2. The placard shall indicate the largest type of aircraft the pay mover is capable of towing a long distance (over 1500') at a speed of 10 mph.

Example:



3. All companies must submit an inventory list of their “Long Tow” pay movers to the GEIP office and communicate any changes when necessary (pay movers taken out of service, new purchases/ replacements...).

Slow Tow Identification:

For each slow tow ATC identifies and communicates to airport operations, the responding Airport Superintendent (ASO) will investigate the circumstances and make a determination as to if, a placard should be issued based on the following criteria:



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1. Was the cause due to operator error or training issues? If yes, then pay mover will not be red tagged.
 2. Was the pay mover rated for the aircraft it was towing? If no, then the operator would be subject to a citation for improper equipment used to tow an aircraft.
 3. Was there a mechanical issue that prevented to pay mover from towing the aircraft at a reasonable speed? If yes, then the equipment should be tagged out of service.
 4. Did Airside Operations concur with ATC on the slow tow? If not, what was the approximate speed and circumstances?
 5. Was the aircraft loaded with fuel or cargo that may have led to the slow tow?
 6. Did airline or ground handler policies require the ground handler tow the aircraft at a slow speed?
 7. Was weather a factor?
 8. Was there a safety issue that required the aircraft to be towed at a slower speed?
 9. Has the equipment been reported before by ATC as a slow tow?
- If the ASO determines the equipment was the cause of the slow tow, a LAWA red tag would be installed onto the equipment and the company would be notified the equipment shall not be used for long tows, unless corrective actions are taken to correct the problems.
 - Under special circumstances the company may be allowed to use this equipment for long tows with prior permission from the ARCC.

Compliance:

The LAX Long Tow Program's success requires the participation of all service providers involved with aircraft towing, airlines and LAWA Airport Operations to proactively identify and mitigate circumstances that may cause airfield delays and/or safety risks. Compliance with this program must be sustained to ensure the program goals are achieved.

The following enforcement actions will be used by LAWA Airport Operations to maintain or encourage compliance.

1. SAFE citations may be issued to operators using a pay mover identified as a slow tow.



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2. Further non-compliance may result in the service provider/ airline being required to have the aircraft taxied to its destination on the airport.