

1. **Background:**

In an effort to optimize the flow of aircraft on the ground, mitigate delays and reduce safety hazards caused by “aircraft slow tows,” all companies that tow aircraft are required to comply with the Long Tow Program. Airlines that tow their own aircraft are required to meet the same standards, however are exempt from obtaining the LAWA issued tow placard.

2. **Definitions:**

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

Long tow: Any aircraft undertow for a distance of at least 1,500 feet.

3. **Program Goals:**

The goal of the Long Tow Program is to improve airfield safety, reduce delays and reduce congestion by working with companies that provide aircraft towing to proactively identify tow vehicles and the aircraft types that the vehicle can safely tow while maintain an average speed of at least 10mph.

4. **Program Requirements:**

1. Companies must self-identify tow vehicles and the largest aircraft size that they are able to tow while maintaining an average speed of at least 10mph.
2. Companies shall provide this list to the Airport Operations GEIP office (GEIP@lawa.org) and shall immediately communicate any changes (such as new equipment, equipment removed from service or rating changes).
3. Companies will be issued and shall place long tow placards on/near the driver side door of the tow vehicle. The placard indicates the largest type of aircraft the tow vehicle is capable of towing over 1,500’ while maintaining an average speed of at least 10 mph.



(Tow Placard Sample)

5. **Slow Tow Identification:**

If Air Traffic Control or Airport Operations identifies a potential slow to, Airport Operations will respond to investigate the circumstances. The following are some guidelines used to determine if the tow vehicle should be taken out of service (LAWA red tag):

1. Was the cause of the slow tow due to operator error or a training issues? If yes, then tow vehicle will not be tagged out of service.
 2. Was the tow vehicle rated for the aircraft it was towing? If no, then the operator may be subject to a citation for using improper equipment to tow an aircraft.
 3. Was there a mechanical issue that prevented the tow vehicle from towing the aircraft at a reasonable speed? If yes, then the equipment should be tagged out of service.
 4. If an ATC report of slow tow, was the tow vehicle still able to maintain an average speed of 10mph? If not, the vehicle should not be tagged out of service.
 5. Was the aircraft loaded with fuel or cargo that may have led to the slow tow? If so, training should be conducted with the tow crew to advise ATC in the future.
 6. Did airline or ground handler policies require the that the aircraft be towed at a slow speed? If so, training should be conducted with the tow crew to advise ATC in the future.
 7. Other factors such as the weather, other safety issues or if the equipment been reported as a slow tow will be taken into consideration.
- If the ASO determines the equipment was the cause of the slow tow, a LAWA red tag shall be installed on the equipment and the company notified that the equipment shall not be used for long tows unless corrective actions are taken or the tow vehicle placard is downgraded to a more appropriate aircraft category.
 - Under special circumstances, the company may be allowed to use this equipment for long tows with prior permission from the ARCC.

6. 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 helps ensures that the program goals are achieved.

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

1. SAFE citations may be issued to operators using a tow vehicle not appropriately rated for the aircraft being towed, a vehicle that has been tagged out of service or a vehicle previously identified as a slow tow.
2. Vehicles may be tagged out of service, the tow placard/rating may be downgraded to a smaller aircraft or the tow placard may be removed if unable to safely meet the programs

requirements.

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