

IMPLEMENTING A RUNWAY SAFETY TEAM



► WHERE TO START?

- Identify the members needed to form a PRODUCTIVE team – This may or MAY NOT mean “neck-tie” managers.
- You want to also identify VOLUNTEERS,



- not “VOLUN-TOLD” people.



WHO SHOULD WE INVITE?



- Aerodrome Operations
- Air Traffic Control
- Airlines
- General Aviation FBO's
- Pilot Associations
- Airside Vehicle Operators (Catering/Fuel Operators/ARFFS etc)
- Aviation security
- Aerodrome Maintenance
- Aerodrome SMS



WHY ARE WE DOING THIS?

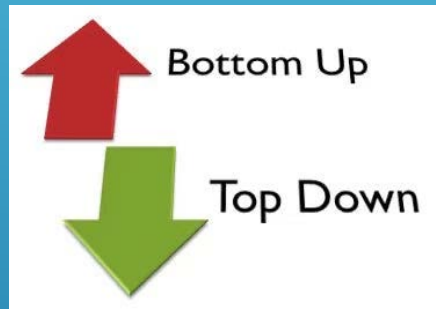
The primary role of a Runway Safety Team is to :

- (1) Advise relevant operators and service provider's management and operational staff on prevailing local conditions on the runway, taxiways and adjacent areas.
- (2) Identifying other issues of concern through consultation with stakeholders and partners.
- (3) Develop mitigating measures and solutions to identified issues.



IDENTIFYING OUR 'HOT-SPOTS'

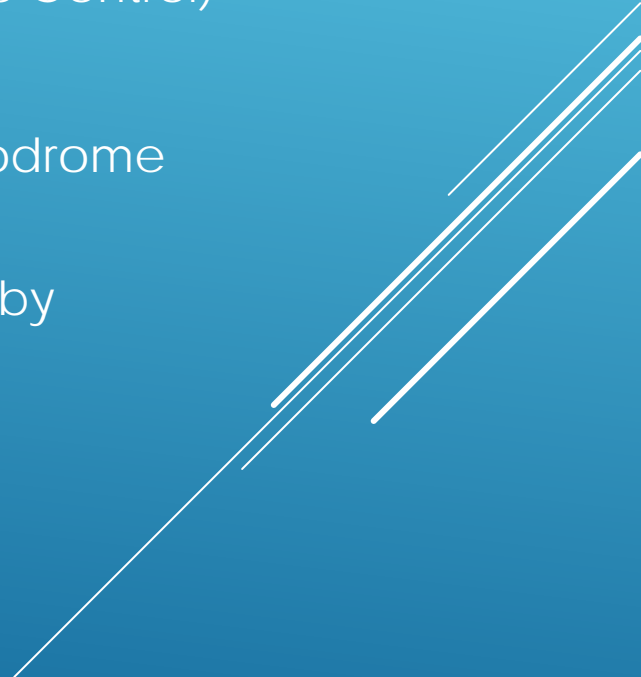
- The benefit of interactive consultation from as many stakeholders/partners as possible, as well as engaging numerous levels of personnel (neck-ties to hard-hats), is that it affords a multi-faceted snap shot of our daily routine around the aerodrome.



- After the consultation and review process is complete, identified hazards should be documented, and a thorough risk assessment should then be performed by the RST chairman, and mitigations proposed.

RISK ASSESSMENT MATRIX				
SEVERITY \ PROBABILITY	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	Serious	Medium
Probable (B)	High	High	Serious	Medium
Occasional (C)	High	Serious	Medium	Low
Remote (D)	Serious	Medium	Medium	Low
Improbable (E)	Medium	Medium	Medium	Low
Eliminated (F)	Eliminated			

ACTUAL EXAMPLES AT MWCR & MWCB

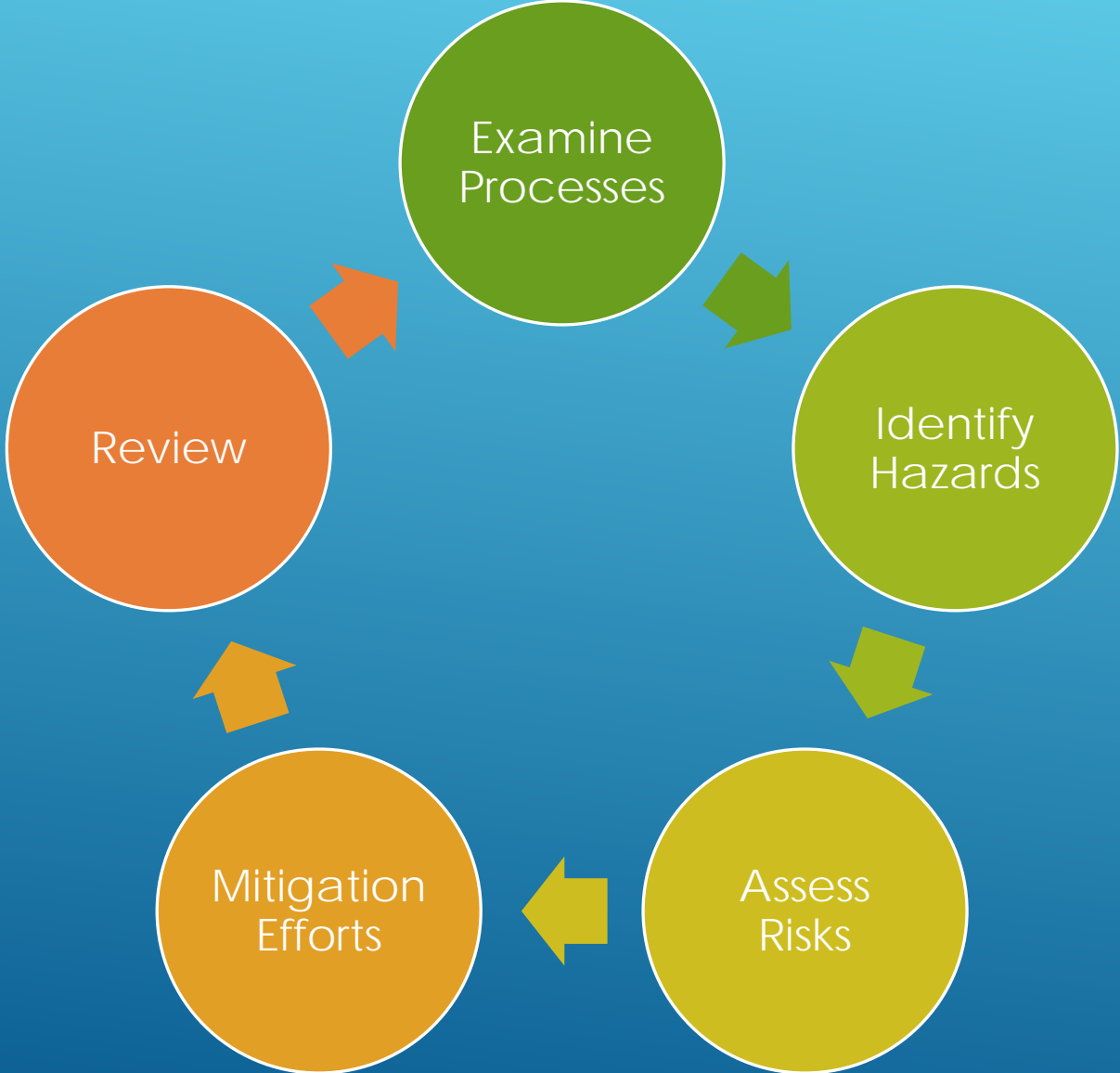
- Radio Communication “dead zones” (hazard identified by Aviation Security)
 - English Proficiency by Airline A&P Technicians (hazard identified by Air Traffic Control)
 - Faded Vehicle Access routes (hazard identified by Baggage Handlers)
 - Misunderstood clearances from Air Traffic Control (hazard identified by Aerodrome Maintenance)
 - Faded ground markings at ARFFS emergency entry point (hazard identified by Aerodrome Operations)
 - Improper FOD bin covers (hazard identified by Airline Catering)
 - Wildlife Attractant (hazard identified by Aerodrome SMS)
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Owen Roberts International Airport 2008 Aerial Photography

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MEASURING OUR PROGRESS





ESSENTIAL GUIDANCE 'TOOLS'

- ICAO Runway Safety Team Handbook
- ACI Runway Safety Handbook
- Skybrary.aero

THANK YOU!