



IP11 - GREATER ROLE OF RUNWAY SAFETY TEAM – GROUND OPERATIONS SAFETY



Introduction

RST - Runway incursion & Immediate vicinity of runway

- Pavement
- Sign
- Lights .

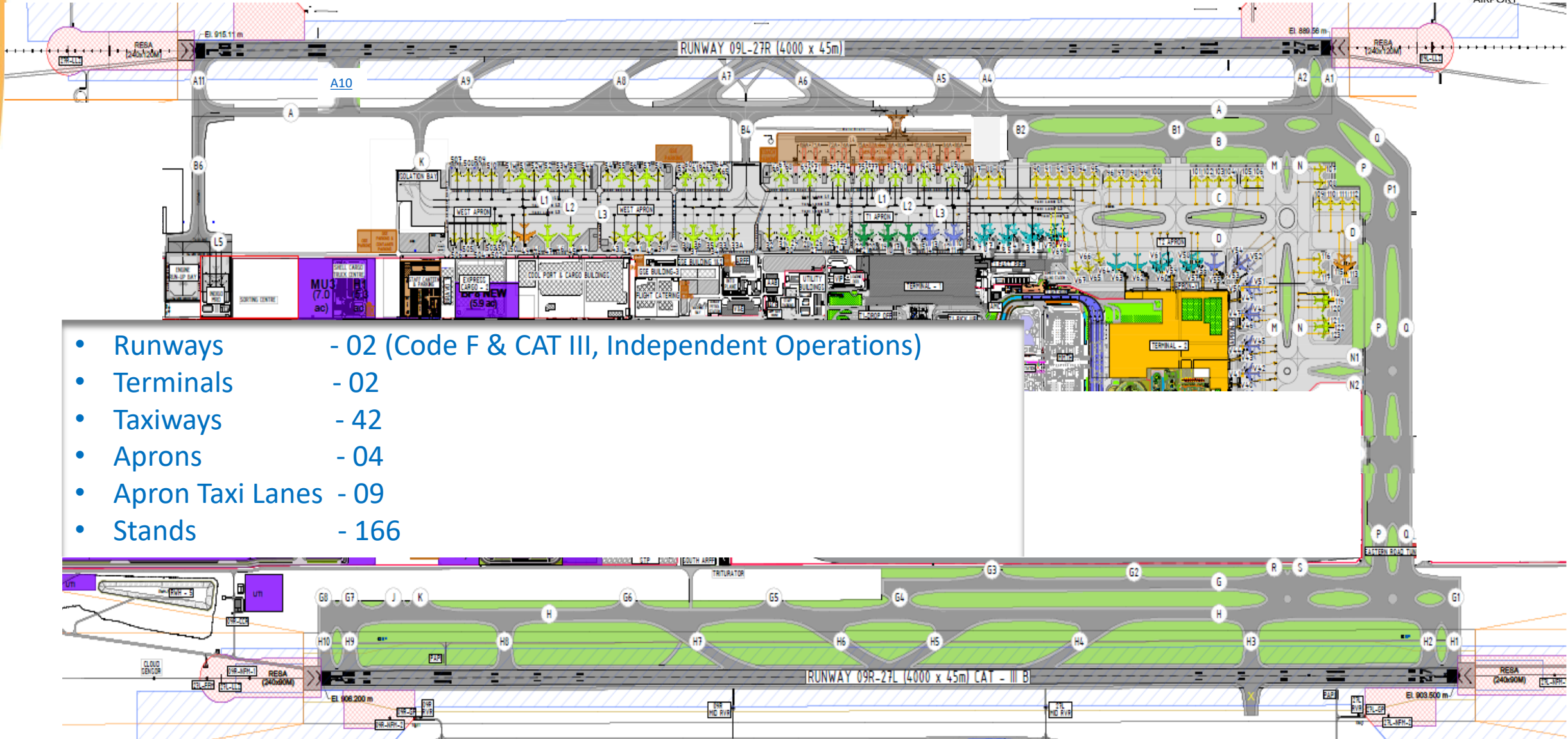
Complex Airport (Multiple Runways, Taxiways, Types of Ops & LVP)

Stress level of Pilots, Controllers and Vehicle operators - Contributory for runway incursion.

Aspects of Ground Safety

- Potential Hotspots on parts of movement area including aircraft stand taxi lanes
- Wrong turns by pilots and vehicle operators,
- Adequacy of progressive ATC instructions,
- Level of ASMGCS,
- Requirement of Stop Bar on taxiways other than runway entries,
- Positioning of No Entry bars etc.

KIAB – A Complex Airport



- Runways - 02 (Code F & CAT III, Independent Operations)
- Terminals - 02
- Taxiways - 42
- Aprons - 04
- Apron Taxi Lanes - 09
- Stands - 166

Composition - RST

- Chief Operating Officer - Chairman
- Head Airside Maintenance.
- Head Daily Operations
- Head Group Safety
- Head ARFF
- Head AOCC
- DGM Airside operations.
- DGM BASHM
- Airfield Electrical & Civil teams
- Pilot Members GM ATM AAI
- Members from DGCA
- Safety Manager - Secretary



Objectives - RST

01

To improve runway safety data collection, analysis and dissemination.

02

To check that signages and markings are compliant & visible.

03

To develop initiatives for improving the standards of communication.

04

To ensure that procedures are compliant with regulations.

05

To propagate local awareness by creating runway safety education.

Conduct of Meeting



Plan

At least 3 weeks before.
Assign Members
Update Agenda



Visit

Runway Visit –
Understand perspective –
cockpit view
Understand maintenance activities
Synergy between crucial stakeholders.

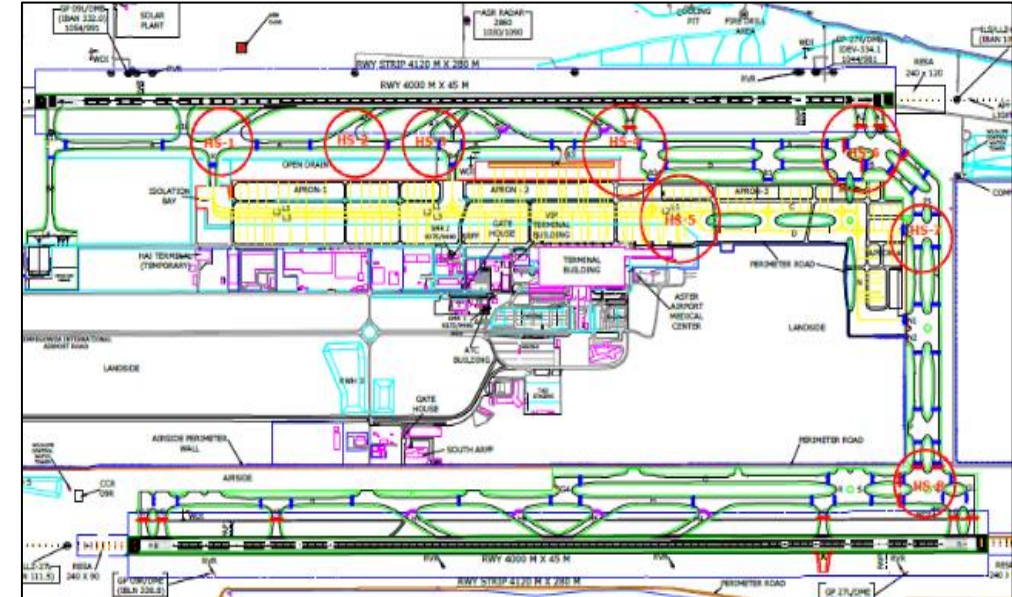
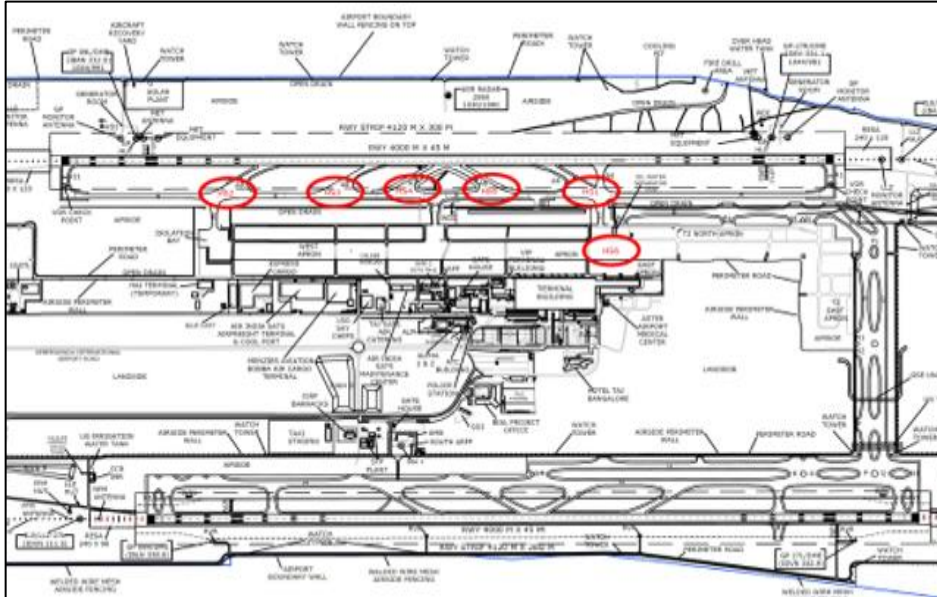


Meet

Incursions,
Critical incidents
FOD
Bird Strike Data
Bird trend
Hazardous species
Bird warning period
Regulatory updates



Re-defining Hot Spots



Growth - one
runway/one terminal
to two runways/two
terminals

Requirement of
assessing and re-
defining the hotspots

Each existing hotspots
was reviewed

Preferrable taxi
routes – Probable
reciprocal

Availability of
infrastructure - Stop
Bar / No Entry Bar

Merger of taxi lanes.

Provision of Additional Location Sign



Taxiway H - parallel
taxiway 4000m long.



No location sign was
available for appx
2000m long.



Compliance
requirements not
compromised.



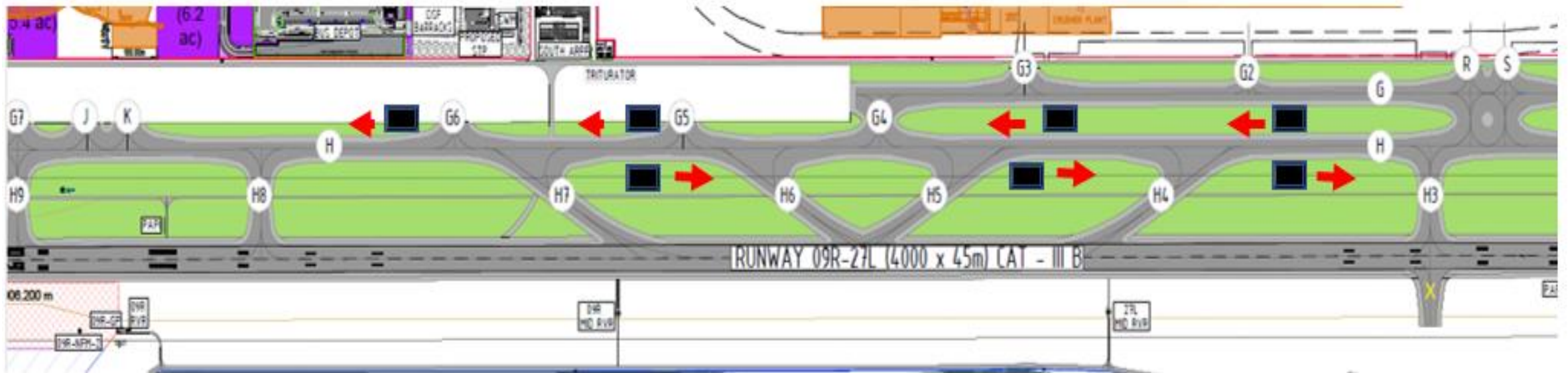
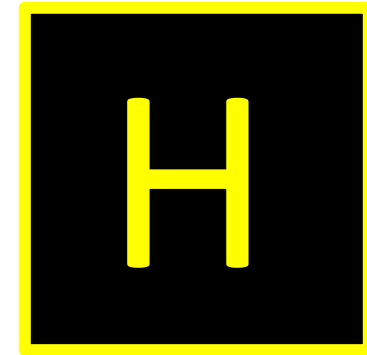
Observation by RST
members



Absence of sign may
create uncertainty.



07 new location
signs added.



Mitigating Sea-of-Blue Effect

Reduce the runway occupancy time (ROT) – Two RETs added (A6 & A7)



Design - RETs meeting the runway at the same point - Wider mouth.



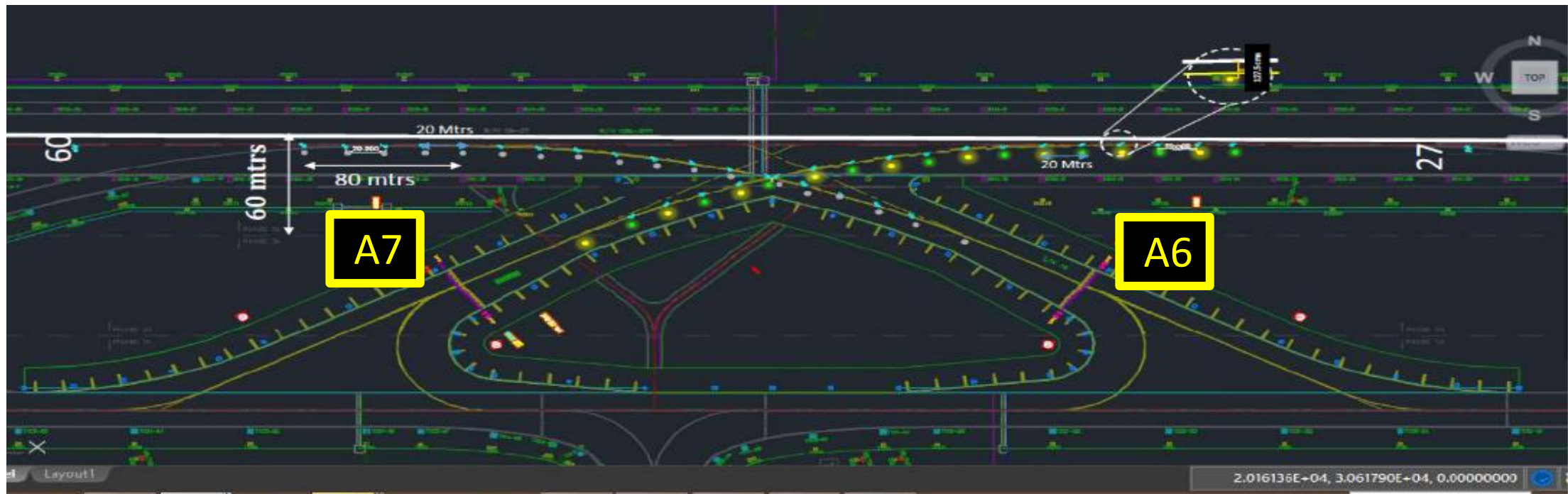
Sea – of – Blue Post commissioning - Wider mouth & converging taxiway edge lights



Greater pilot confusion - Missing or wrong turn of aircraft.



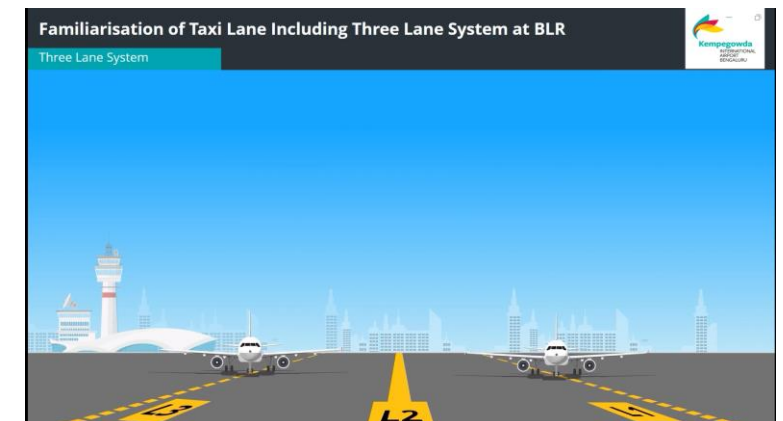
RST suggestions - Raid Exit Taxiway Indicator Lights & Taxiway Centre Lights.



Promotional material for Ground Safety

<https://youtu.be/HsVNqDt2ZIM>

- Aerodrome Layout & Facilities
- Multiple Aircraft Ramp System
- Three Lane & Two-Lane Aircraft Stand Taxi Lane System
- Integration between Three Lane & Two-Lane Systems
- Markings, signs & lights supporting Three Lane Systems
- Procedures for lane changes & push back restrictions.
- Jet Blast protection requirements.
- Prohibition in reversing aircraft & 180 degree turn on apron.



Hazard Identification – Black Topping

Ghost Obstacles – Load Penalty

Holding away from RHP - Separation

Thank You

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