



## Audit Findings & Follow-Up Exercise

# Exercise Part 1



- You are on audit and find the following:
  1. The AIP chart shows the runway 06 stop end lights at the end of pavement
  2. The aerodrome survey shows the runway 06 stop end lights at the intersection of the runway and the taxiway across the runway end
  3. A photograph onsite confirms that 2 is correct.
  4. The agreed declared distances state that the TORA and ASDA end at the end of pavement
- Actions
  1. Is this a finding or an observation?
  2. If yes, is it a Level 1 or Level 2?
  3. Draft your audit report item covering this.

# Signs and Markings

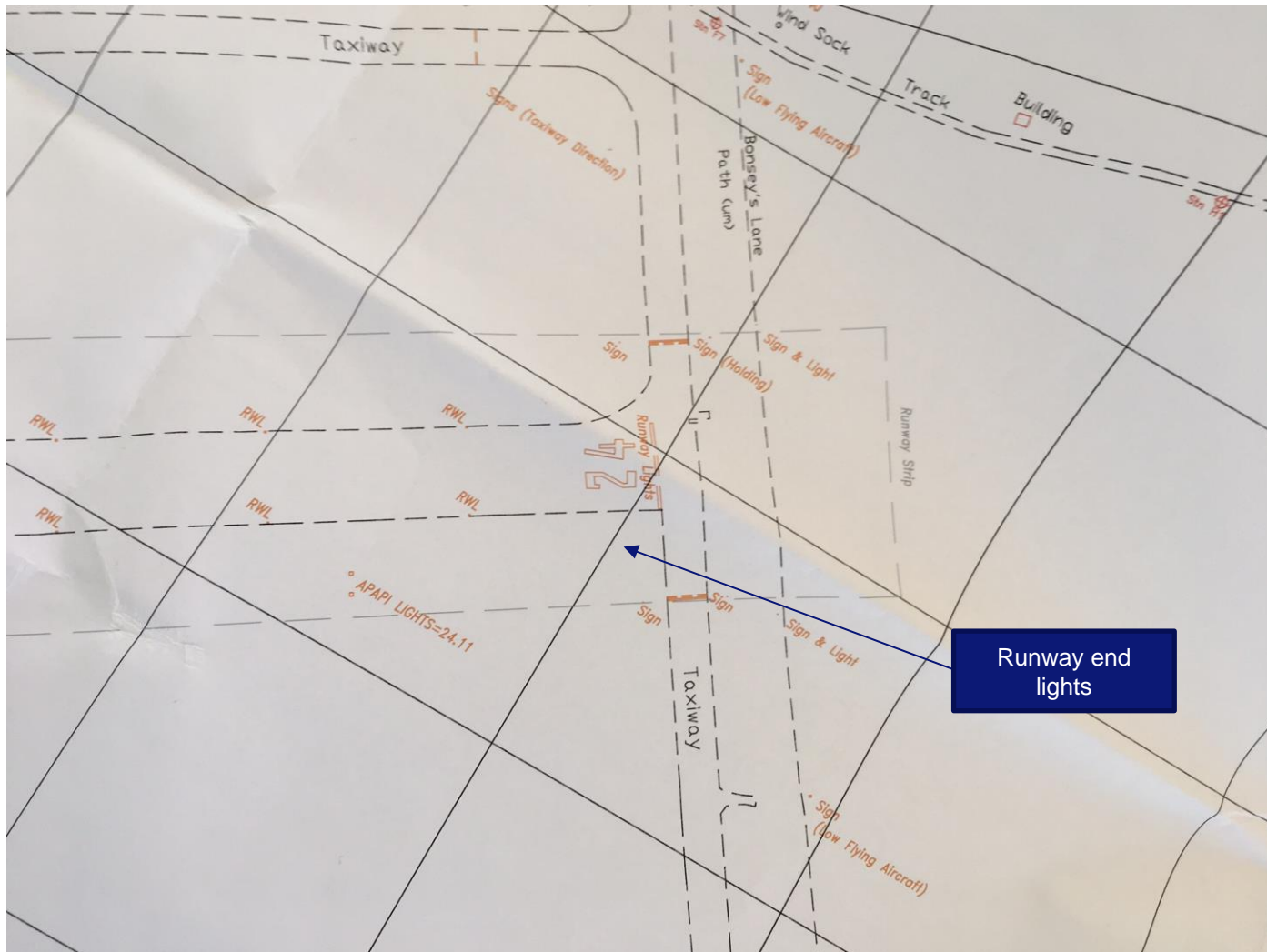


Runway  
end lights

# Aerodrome survey Plan



UK  
Civil Aviation  
Authority  
International







# Exercise Part 1



## Answer - Actual Finding

### Findings

Number	ADR.813	Requirement	CAP 168 Licensing of Aerodromes	
<b>Details</b>				
Declared Distances				
The declared distances for runway 06 LDA were found to be incorrect. For runway 06 LDA they are declared to the runway end lights, but these are not at the end of pavement which is where LDA is measured to. The airport should either reduce LDA to 747m or move the runway end lights.				
Additionally, the strip width on the 1560C is incorrect (CAP 168, 3.44); it should be 41.5m either side of the runway centreline.				
Level	Status	Target Date	Closure Date	Raised By
2	Closed	30/06/2018	02/10/2018	Graeme Ritchie

## Exercise Part 2



The airport writes to you saying that it cannot comply with the finding and suggesting this

What would you do?

You suggested that airport should either move the runway end lights or reduce the LDA to 747m. Each of these introduce their own problems.

Moving the lights would involve not insignificant expense, and the money involved could be better utilised maintaining/improving the current airport infrastructure.

Reducing the LDA would impact upon those King Air operators who operate for the purposes of public transport. In practice they do not require the current runway length however they are required to multiply the calculated Landing Distance Required by a factor of 1.43 when operating for the purposes of Public Transport. To operate for the purposes of Public Transport the result must be less than or equal to the LDA. When asked about the effect of reducing the LDA the Fairoaks based King Air operator provided details of the effect and concluded *"In summary, if the declared distance is reduced, it would preclude us from operating, at night on 06, and severely limit us during daylight hours"*.

Since the lighting configuration and the LDA have not changed since the hard runway was installed in 1978 and there have been no incidents as a result of the LDA ending beyond the runway end lights I wish to propose that Fairoaks addresses this finding by:

- a) Amending CA1560C to show that the LDA ends at the end of the paved surface, thus retaining an LDA of 760M.
- b) Inserting into the AIP, EGTF AD 2.20 Local Traffic Regulations, a warning to the effect *"Caution, the LDA and paved surface for runway 06 ends 13 metres beyond the runway end lights"*.

and

- c) Submitting an AIP change to update the Aerodrome Chart at AD 2-EGTF-2-1 to correctly depict the location of the runway end lights.

# Exercise Part 2



## Answer – Agree a Variation



## Exercise Part 3



What mitigation/safety assurance would you include in a variation?

# Exercise Part 3



## Answer

### Basis for a Variation to the Licence of ..... Airport



<b>Licence Review Item</b>	<b>Issue:</b>	<b>Date:</b>
<b>(a) Status:</b> OPEN/CLOSED	<b>(b) CAP 168 3.187-190; 6.60. Reference:</b>	
<p><b>(c) <u>Introduction:</u></b></p> <p>The declared distances for runway 06 LDA are incorrect. For runway 06 LDA they are declared to the runway end lights, but these are not at the end of pavement, to which the LDA is measured. The lights represent the extent of the area available for runway manoeuvring and so should be positioned at the end of pavement.</p> <p><b>(d) <u>Description (with proposed Variation wording for Form CA1560J):</u></b></p> <p>The 06 runway end lights are situated 13m before the end of pavement to which the declared distances are calculated and published.</p> <p><b>(e) <u>CAA Position:</u></b></p> <p>There are several mitigating factors to support this variation:</p> <ol style="list-style-type: none"> <li>1. Most aircraft operating into Fairoaks are not performance limited.</li> <li>2. There is a <u>long overrun</u> area.</li> <li>3. The airport will publish a warning in the UK AIP.</li> <li>4. There is no history of overruns from runway 06.</li> </ol>		

