

SAFETY PERFORMANCE MONITORING & MEASUREMENT -

Department: Airside Operations

Responsible Head:

Period of Measurement:

Next Review on:

SI No	Safety Item/Measure	Safety Performance Indicator Value	Safety Performance Target Value -	Proposed measure to achieve the target value (with a target Date, if any)
1	Identifying the wrong turn for taxi-lane by aircraft, including while following 3 lane systems.	Not more than 3 in 10,000 Movements	95% of the wrong-turn for taxi-lane shall be observed and corrected by the FM.	Dedicated round the clock aircraft movement monitoring/ observation by Apron controllers/FM, Monitoring on ASMGCS by AM-Apron , adequate signage, clear Markings, Procedures to minimize risk during wrong turns, periodic reminders on flight operations to all Airlines about three lane systems, etc.
2	Aircraft taxiing to wrong stand due to lapse in co-ordination between ATC & AOCC, excluding ICT interface issues.	Not More than 12 in a year.	Not more than 10 in a year.	Pilot read back to be monitored by AM-Apron control and Stand & Gate Executive-AOCC.
3	Unnoticed FOD on runway / Taxiway (excluding birds/other wildlife) by FM.	Not More than 6 in a year	Not More than 2 in a year	Not more than 2 instances in a year of FOD being reported in the first 30 minutes immediately succeeding a Runway Inspection or Runway reopening after weekly maintenance.
4	Runway incursion by vehicles / men /material excluding ARFF vehicles.	Not More than 1 in a year.	Not More than 1 in a year.	Educating personnel regularly. Deployment briefing by Apron controllers. Ensure use of proper phraseology by Apron controllers. Delineating OFZ through visible markers to facilitate maintenance works without incursion. Proper signage and marking.

Department : Wildlife Control

Responsible Head :

Period of Measurement:

Review on:

Sl No	Safety Item/Measure	Safety Performance Indicator Value	Safety Performance Target Value -	Proposed measure to achieve the target value (with a target Date, if any)
1	Wildlife Hits/wild life menace.	Not more than 1 wildlife strike per 5000 ATMs	<ol style="list-style-type: none">1. Wild life strike rate day time , Not more than 1 strike per 10000 ATMs2. Wild life strike rate (night time), not more than 1.5 strike per 10000 ATMs.	<p>The following measures are being adopted in the wild life control Management at KIAB for :</p> <p>Wild Control Management Team :</p> <ol style="list-style-type: none">1. Identification & mapping of attractant & habitat locations. (Through WHA survey).2. Control management of hare by relocation with the WHA survey support & recommendation.3. Engaging external partner for required support on relocation of WL from Airfield area.4. Identifying the methods to be adopted for nocturnal WL surveying, mapping and control management. Procuring, training and adoption on site.5. Implement an effective structured and systematic process of mapping, monitoring, and identifying bird movements on the critical locations on airside on daily basis.6. Data base management systematic process in monitoring and mapping the movement pattern.

				<p>7. Deploy manpower and equipment based on the previous week bird movement analyzed data. (Week means Sunday to Saturday).</p> <p>8. Increased monitoring of pariah kite movement on the Northern side near Bettakotte lake and adopting deterrent measures (providing spikes on the light poles & deterring)</p> <p>9. Deploying additional equipment and devices for monitoring wild life activity and replacing devices due wear and tear for increasing efficiency in control management.</p> <p>10. Placing of camera trap for mapping nocturnal movements near the signage boards.</p> <p>11. Training and re orienting the team to bring in effective real time communication with apron Manager. Refresher training: April 14, July 14, Oct 14 and Jan 15 by Manager WLC.</p> <p>12. Provision of bird deterrent measures like spikes on the airfield at identified locations, to avoid perching of owls.</p> <p>13. Monitoring and managing road kills within airfield areas.</p> <p>Horticulture & Landscaping Team :</p> <p>The Horticulture and Landscape team will schedule the following activities, map and provide MIS reports weekly for effective vegetation control management.</p> <p>14. Grass cutting in Basic strip, Taxiway shoulders, Taxiway strips, ILS areas, and RESA for maintaining height of grass upto 15 cm.</p>
--	--	--	--	--

				<p>15. Enhanced focus on vegetation management to ensure sufficient ground cover is available to the rabbits, rodents, snakes etc. within the airfield as per the Vegetation management plan shared with Horticulture and Landscaping team.</p> <p>16. Enhanced focus on insect (termites and grass hopper) control management till 30Mtr from runway shoulders.</p> <p>17. Identification and eradication of termites by treating underground termite colonies in the potential areas, removal and refilling of termite mounds as identified.</p> <p>18. Scheduling & implementing vegetation control management by removing and controlling vegetation on airside. Vegetation management at the basic strips and shoulder carried according to the vegetation management plan shared with wildlife control team. Other airside area is not covered as per the vegetation management plan provided.</p> <p>19. Scheduling identification and removal (not cutting) of fruit & flower bearing shrubs and plants within the airside areas. Removal of identified fruit & flower bearing shrubs and plants are carried out by the horticulture team on need basis at present.</p> <p>20. Effective disposal of organic material (plant material) outside the airside areas to avoid insect attraction.</p> <p>Airside Services Team :</p> <p>21. Scheduling inspections of potential areas for ensuring effective waste disposal and taking effective control mechanisms for avoiding recurrence within airside locations.</p>
--	--	--	--	--

				<p>22. Scheduling, identification and application of pest /rodent and snake control methods in the potential areas.</p> <p>23. Enhanced focus on pest control management till 30 mtr from runway shoulders.</p> <p>24. Clearing the dead insects from the airside areas by deploying mechanical sweepers as identified and reported.</p> <p>25. Enhanced focus on pest control management around signage boards of runway during weekly maintenance slot to avoid rodents & snakes which are attractants.</p> <p>26. Pest control measures in explosive disposal area to avoid bat habitation.</p> <p>27. Enhancing passive control management by deploying additional trained manpower, to identify rodent burrows, snake existence near to the runway during operational period, as this is to be regularly carried out to ensure creating a barrier for their existence.</p> <p>Airside operations team :</p> <p>28. Monitoring and reporting of potential impacted areas for ensuring effective waste disposal.</p> <p>29. Take lead, ensure deployment to maneuvering areas with Follow Me service during bird chasing/scaring /removal of WL related FOD in coordination with ATC.</p> <p>30. Inclusion of Manager/representative, Wildlife control team during excavation/vegetation clearance approvals on airside for identifying and providing impact control measures.</p>
--	--	--	--	---

				<p>WWW team:</p> <ol style="list-style-type: none"> 31. Implement pre-monsoon inspections, de-silting, clearing of vegetation inside airside drains. 32. Initiate appropriate measures to avoid stagnation of water in drains. 33. Covering of open wells with nets on priority. 34. Ensure no debris is kept and or disposed on the Airside and ensure all required environmental compliance in case of debris disposal on airside with due consideration to Wild Life control management practices. <p>Airfield Civil :</p> <ol style="list-style-type: none"> 35. Implement mitigation measures to avoid water ponding within airside areas. 36. Maintain the tents, LPG store & explosive stores as per the requirements shared by Manager, WLCM. <p>Secondary & Tertiary Zone Management ;</p> <p>Project Department :</p> <ol style="list-style-type: none"> 37. Implement effective waste disposal system during construction phase including identification of SPOC for this activity & labor colony management. 38. Implement effective control measures based on wild life hazard impact assessment related to all project executions. 39. Implement covering of all open water bodies in the project/labor areas, minimum through nets, to avoid bird attractions. <p>AOMC survey committee:</p>
--	--	--	--	--

				<p>40. Mitigation through Sub AEMC and AEMC as an intervention agency for removing and controlling offal dumps, cat fish breeding, waste disposal methods, ensuring disposal of carcass of dead animals (burying).</p> <p>41. Continuing awareness programme by the AEMC subcommittee team at the potential hazard locations.</p> <p>42. Coordinate with state authorities for effective control and mitigation measures.</p> <p>Various Data captures :</p> <p>43. Details of wildlife strike at KIAB airfield in terms of occurrence location, flight altitude, part of aircraft impacted, damage etc. to be made available to Wild life control management team and the following :</p> <p>Pilot filed reports on wildlife strikes. Aircraft Maintenance Engineer finding damages or not. Details of time and date of communication of Wild life existence to pilot from ATC. Details of go around due wildlife conflicts. Reported wildlife strikes from ATC.</p>
--	--	--	--	---

Department: Airfield Civil

Responsible Head:

Period of Measurement:

Review on:

Sl No	Safety Item/Measure	Safety Performance Indicator Value	Safety Performance Target Value -	Proposed measure to achieve the target value (with a target Date, if any)
1	Runway friction Value	Zonal coefficient of friction & the average 100 m value shall not be less than 0.50 at 65 kmph speed measured with CFME with 1 mm depth of water.	Planned maintenance activity when zonal friction & 100 m average value is less than 0.60 and corrective action when zonal friction & 100 m average value is less than 0.50 at 65 kmph with 1 mm depth of water measured with CFME.	<p>Airfield Civil :</p> <ol style="list-style-type: none">1. Measurement of friction as per the schedule and analysis.2. Planning and scheduling of mitigation by rubber removal using ultra high pressure water jetting machine. <p>Vehicle & Equipment:</p> <ol style="list-style-type: none">3. Making available the equipment ASFT and Track jet during scheduled maintenance periods. <p>Daily Operations :</p> <ol style="list-style-type: none">4. Making available slot for friction measurement as per the schedule.5. Making available of off peak period for rubber removal on

				<p>daily basis.</p> <p>6. Making available slot for corrective action for rubber removal if any required due reduced friction.</p>
2	Runway Centre Line Markings		<p>1. Not more than 02 cases of pilot reporting of inconspicuous markings in a month.</p> <p>2. All the markings shall meet the dimensional requirements as per CAR</p>	<p>1. Markings shall be measured for colour fading & immediate action to be taken for improving conspicuity.</p> <p>2. Carry out physical checks once in every six month and provide certification.</p>
3	Pavement markings Surface paints		No confusing or inappropriate markings shall exist.	Carry out physical checks once in every six month and provide certification.

Department: **ARFF**

Responsible Head:

Period of Measurement:

Review on:

SI No	Safety Item/Measure	Safety Performance Indicator Value	Safety Performance Target Value -	Proposed measure to achieve the target value (with a target Date, if any)
1	Hot Fire Drill	All ARFF crew should participate once in every quarter	All ARFF crew should participate within a gap of 4 months.	Monitoring the attendance every quarter.
2	Familiarization of all Aircraft operating in the Airport.	All crew should familiarize once in 6 months.	All crew should familiarize in each type of Aircraft once in 6 months	Monitoring the attendance every half yearly.
3	Familiarization of all buildings and installations within the Airport.	All crew should visit and familiarize all buildings and installations every half yearly.	All crew should visit and familiarize all buildings within 6 months.	Monitoring the attendance half yearly.
4	Operation/Functional tests of all ARFF Appliances.	All ARFF appliances are to be tested for operational functions every month	Each appliance to be tested for full function every month	Monitoring functions and test records.
5	Physical Efficiency Test.	All ARFF crew should qualify prescribed PET yearly.	Each ARFF crew should satisfactorily perform and qualify the PET	Monitoring the result of PET
6	Firefighting training to other staff.	50% of occupancy	Minimum 40%	More frequent trainings and monitoring

Department : E & BCM

Responsible Head :

Period of Measurement :

Next Review on :

SI No	Safety Item/Measure	Safety Performance Indicator Value. <i>(Metrics defined for the first time, Indicators will be defined based on the mid-year review)</i>	Safety Performance Target Value -	Proposed measure to achieve the target value <i>(with a target Date, if any)</i>
1	Building Safety & Evacuation Drills	PTB Evacuation-3 Alpha 2 Evacuation -1 Alpha 3 Evacuation -1	One evacuation drill per each building per year (G+3 and above) occupied by BIAL.	Quarterly progress review and senior level monitoring to ensure execution.
2	Aviation Emergency Mock Exercises.	Mobile Command Post Drill1-1 Emergency Call Centre Drill -2 Care Centre Drill -1 Alert System Exercises -2	One emergency exercise (tabletop/partial/full) per quarter.	Quarterly progress review and senior level monitoring to ensure execution.
3	BCMS Testing and exercising for Critical Processes	Call Tree Testing - 5 BCP Test (traffic) -2 ICT BCP tests - 2 BCP test for E&M Process-3	Minimum one Process Level exercise per Month	Monthly progress review and senior level monitoring to ensure execution.
4	Emergency Trainings as per AEP Requirements	More than 100% training done (Medical Service/Airlines/AED/ Emergency Plan Training programs)	Minimum 12 trainings in a year for the airport staff.	Monthly progress review and senior level monitoring to ensure execution.
5	BCM Trainings as per AEP Requirements	More than 100% training done (BIA, Risk Assessment, Audit, BCP Implementation trainings)	Minimum 12 trainings in a year for the airport staff under BCM scope.	Monthly progress review and senior level monitoring to ensure execution.
6	Instances where the emergency alert system (EAMS) unavailable for more than six hours, except planned down time.	02 instances where the down time was more than six hour, but less than 12 hours.	Not more than 10 in a year.	Weekly monitoring of the system and coordinated effort with ICT & AOCC
7	Exercise Observations Remaining with Open Status	More than 85% observations followed up and closed.	Not more than 25% remaining open without brought to the attention of Accountable Executive	Monthly progress review and senior level monitoring to ensure execution.

8	Audit Observations Remaining with Open Status	More than 85% observations followed up and closed.	Not more than 35% audit observations remaining open without brought to the attention of Accountable Executive	Monthly progress review and senior level monitoring to ensure execution.
9	Functionality of Mobile Command Post (excluding scheduled maintenance)	Three instances of operational failure where alternative MCP activated	Not more than 6 instances of complete down time where alternative MCP required to be activated.	Weekly joint monitoring & daily brief check of the MCP and its systems together with its stakeholders.
10	Functionality of Emergency Operations Centre (excluding planned maintenance)	Zero instances of down time	Not more than 4 instances of complete down time where alternative AEOC required to be activated.	Weekly joint monitoring & daily brief check of the AEOC and its systems together with all its stakeholders.