

Runway Safety Team Experience and Challenges

A Regional Example



Australia

Iain White

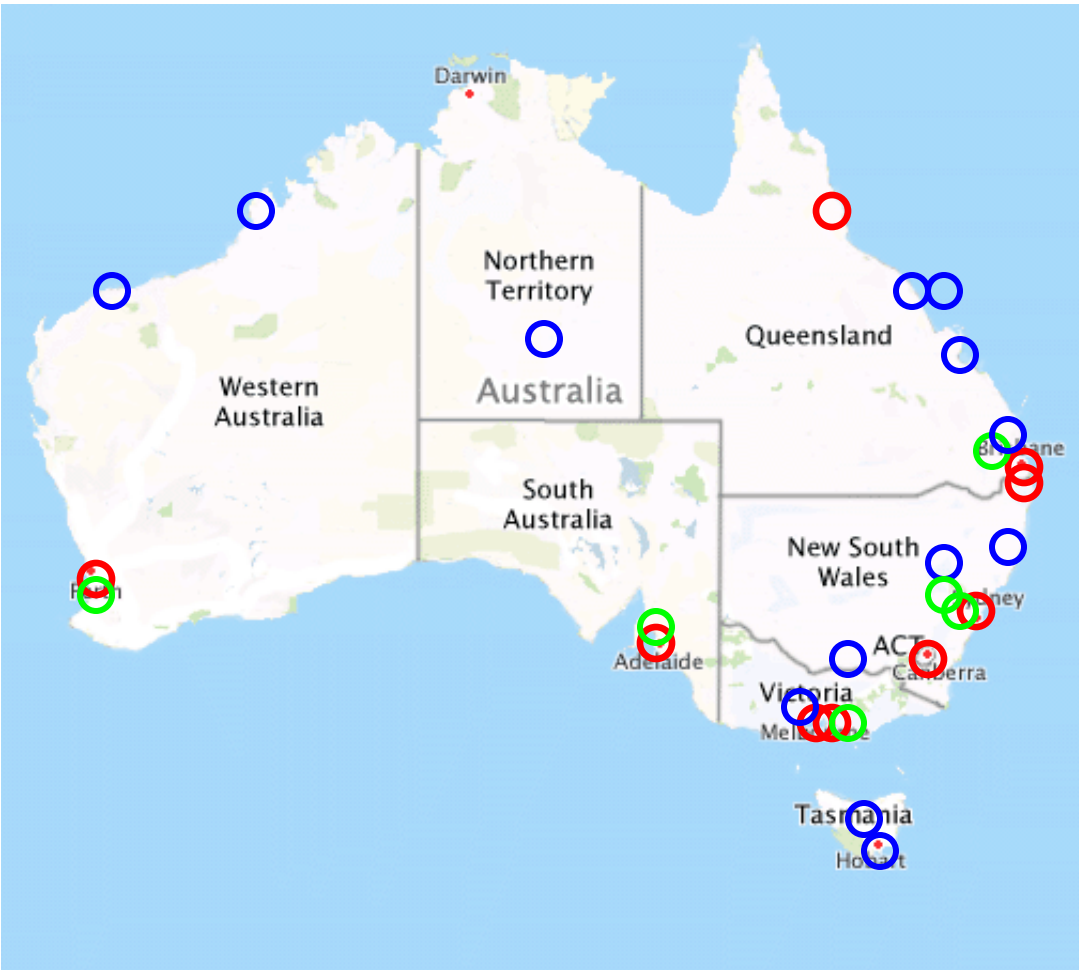
Airservices Australia




Session 5

Presentation 3



The Australian Aviation Organisation

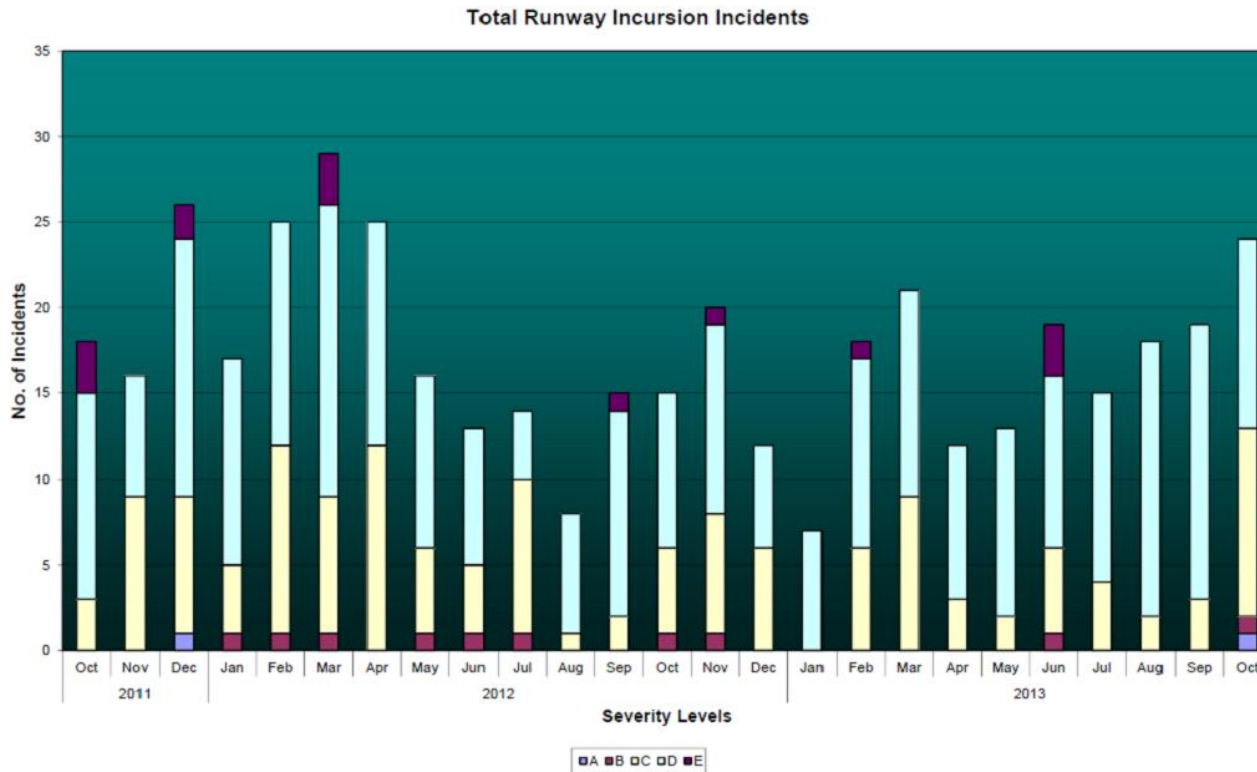


Civil controlled aerodromes	28
Class C 	9
Class D 	13
Metropolitan Class D 	6

The Australian Aviation Organisation

- Civil Aviation Safety Authority (CASA)
(Regulator/State)
- Airservices Australia (ANSP)
- Australian Defence Force
- Australian Transport Safety Bureau (ATSB)
- Airports
 - Businesses
 - Council
- Aviation organisations & associations
 - Airlines, Flying Schools, AOPA, AusALPA etc

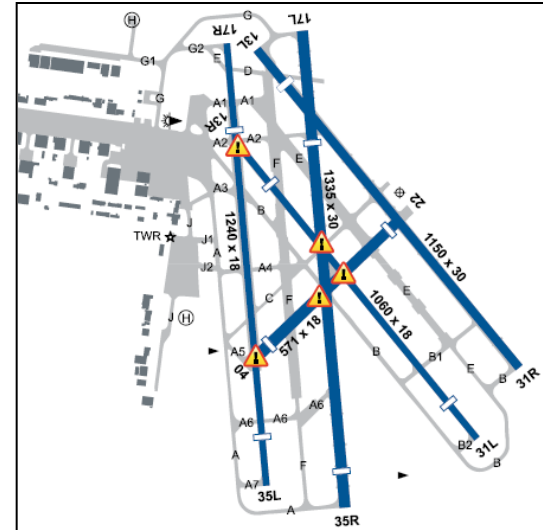
Runway Safety Occurrences



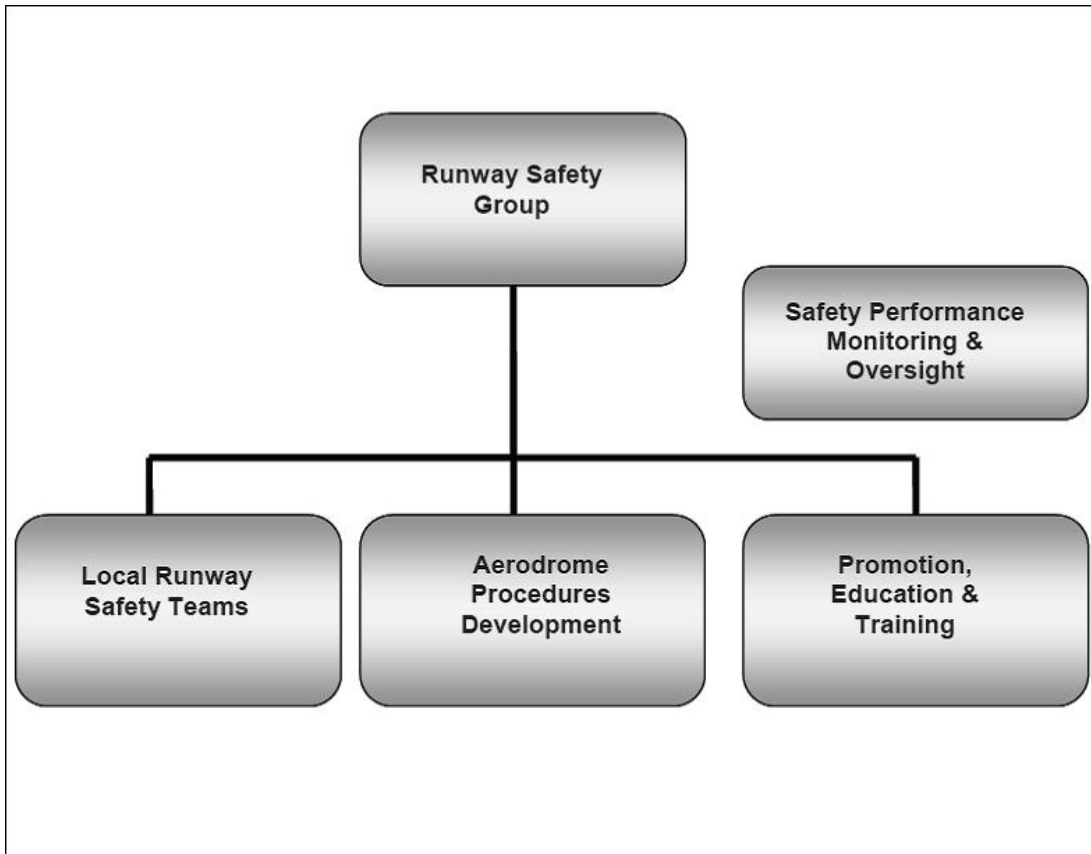
Last 12 months
 Runway
 Incursions - 198
 80% - GA
 64% Metro D

General Trends

- Aerodrome complexity
- Aerodrome signage and markings
 - Standardisation across airports
 - Pilot understanding of signage and markings
- Pilot knowledge of procedures
 - Eg. All runways active at all times and require clearance
- Pilot/Airside driver distraction



The Australian Runway Safety Program



- Airservices has the lead on the Australian Runway Safety Program
- Other organisations represented at RSG and LRSTs

Local Runway Safety Teams Status

8/28 - Dedicated LRST	Mainly major airports
19/28 – Incorporated in other airport meetings <ul style="list-style-type: none">• Airside Safety, SMS, CFI/CP meeting	Regional or smaller airports
1/28 – Liaising	Small council airport



Affecting implementation and success

- No mandate – not compulsory
 - Rely on encouragement, facilitation and ‘sales’
- Coordination
 - Lots of different organisations to coordinate
- Workload
 - All organisations are busy
- Participation during meetings
 - Guidance required for all participants
- Continuation of effective meetings
 - Maintaining enthusiasm

Affecting LRST Outcomes

- Similar considerations as LRST implementation
 - Not compulsory
 - Coordination and priorities
 - Getting stakeholder input
- Cost of treatments
 - Type of airport
- Other factors
 - Airport lease
 - Balance of operational efficiency vs perceived safety benefit

Promotion, Education & Training



- Range of products for different operators
- Websites, flyers, booklets
- Incursions and Excursions
- Development of best distribution methods
- Surveys

Check for NOTAMS the night before your ground movement
 Read the Runway Safety Manual
 Check NOTAMS for runway status
 Ensure you have a current destination Chart for planning
 Understand which runway lighting you will be using
 Know your own aircraft limitations
 Know the procedures and restrictions for the runway you are using
 Understand which runway lighting you will be using
 Know your own aircraft limitations
 Know the procedures and restrictions for the runway you are using

Ensure you understand aerodrome markings, signs and lights
 Know the location of the runway holding point
 Know the location of the runway holding point
 Know the location of the runway holding point

Ensure the pressure is taken short cuts
 Listen and comply with ATIS instructions
 Understand which runway lighting you will be using
 Know your own aircraft limitations
 Know the procedures and restrictions for the runway you are using

Stay alert until after engine shut-down
 Stay alert until after engine shut-down
 Stay alert until after engine shut-down

44 If you are unsure about your clearance, or your location, immediately check with air traffic control

15-33 Runway Holding Position Sign
 Runway Holding Position Sign
 Runway Holding Position Sign

15 CAT I U.S. Critical Area Holding Position Sign
 U.S. Critical Area Holding Position Sign
 U.S. Critical Area Holding Position Sign

APRON Apron No Entry Sign
 Apron No Entry Sign
 Apron No Entry Sign

Runway Holding Position Marking
 Runway Holding Position Marking
 Runway Holding Position Marking

Taxiway Holding Position Marking
 Taxiway Holding Position Marking
 Taxiway Holding Position Marking

Bankstown Runway Incursion Hotspots

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Enhanced visibility of Runway Hold Points
 Reinforcing the control of aircraft and vehicles in the vicinity of Hold Points
 Reinforcing the use of aircraft or vehicle operator error
 Enhancing safety during low visibility operations

Stop Bars reduce the risk of runway excursions through:
 • Enhanced visibility of Runway Hold Points
 • Reinforcing the control of aircraft and vehicles in the vicinity of Hold Points
 • Reinforcing the use of aircraft or vehicle operator error
 • Enhancing safety during low visibility operations

Stop Bars are a series of unidirectional lights at right angles to the taxiway centreline. The lights are complemented by existing yellow Runway Guard Lights, Taxiway Lights and Pattern A Runway Holding Point Markings. Stop Bars show red to the direction of approach to the runway. Stop Bars are in operation 24 hours, except stop bars are not operated by Air Traffic Control (ATC) when the Runway is closed for maintenance. A set of green taxi lights are situated at the Runway Holding Point. Pilots are required to stop at the Runway Holding Point and obtain a clearance from ATC prior to entering a runway, in addition to the clearance from ATC, the stop bar lights must be extinguished prior to the aircraft proceeding down the runway.

Pilots must not cross a Runway Holding Point until they have received verbal clearance from ATC. **AND** the Stop Bar has been extinguished.

If you have been issued an instruction to proceed and the stop bar has not been switched off:
 • DO NOT cross the Runway stop bar AND
 • Immediately query the instruction with ATC.

For more information
 An information leaflet, produced as an information sheet and a presentation on Stop Bars, is available on the Aircservices website.
www.aircservices.com.au/aircservices/stop-bars
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www.aircservices.com.au/aircservices/stop-bars
 For further information please contact: Aircservices Safety Liaison
safety@aircservices.com.au

Safety Bulletin
 06 AUGUST 2013

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Compliance with Runway Stop Bars
 Runway Stop Bars have been installed at Melbourne and Sydney airports to provide protection at runway intersections. However, there continue to be occurrences where pilots cross an illuminated stop bar, resulting in a runway incursion.

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 For further information please contact: Aircservices Safety Liaison
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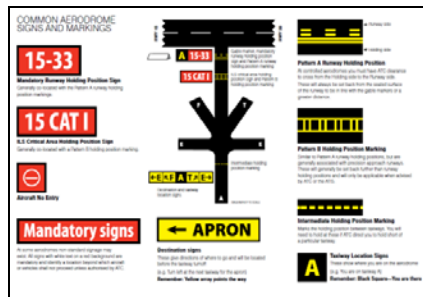
AN AIRSIDE DRIVER'S GUIDE TO Runway Safety

A PILOT'S GUIDE TO Runway Safety
 Incorporating GAAP to OZ changes

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Lessons learnt

- Extensive promotion required
- Local champions are valuable
- Selling the benefits of LRST
- National RSG sub group established
 - How can we get effective LRSTs implemented and maintained?



Moorabbin RI Dec 2011



THANK YOU

