

The airport operator's perspective on runway Excursion hazards



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Our presentation will focus on:

Runway excursion mitigation options from airport operator's perspective :

- **Conditions of the runway.**
- **Provision of guidance facilities.**
- **Provision of obstacle free overrun areas.**
- **Regulation as a critical defence**

Conditions of the runway

- ❖ Scheduled runway surface inspection.
- ❖ Periodical measuring for Runway friction levels (rubber deposits).
- ❖ Contaminated runway (A runway completely or partly covered with **standing water** - more than 3mm-).
- ❖ Runway construction (surface drainage).
- ❖ Drawbacks with surface condition reports where it is not always easy to correctly assess the runway condition by the ground staff.



Conditions of the runway

- ❖ The conditions on the runway may have changed considerably between the time of the observation of the runway and the actual operation.
- ❖ A common semantic is necessary to report runway conditions across all aviation domains;
- ❖ Permanent Met office and updated Metar & TAF used to be sent to operations sector and upon that RFF occupy front points if needed.
- ❖ Reviewing Standard Operating Procedures (SOP)

Provision of guidance facilities



- ❖ Clarity of runway markings. signs and lights (PAPI, Runway end lights,...., etc).
- ❖ Modified “effective operational runway length” data that is not accurately published.
- ❖ Intersection departures – distance information.
- ❖ Adding technology such as Vehicle Transpondersetc
- ❖ Monitoring and Recording all Landing & Take off by COC.

شركة ميناء القاهرة الجوية
قطاع العمليات
إدارة الإرشاد

اليوم:

الموافق :

1

* المروور الأول: الساعة 02:00 AM * المروور الخامس: الساعة 21:00 PM

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• **المَرُورُ الثَّانِي:** مَرُورُ الشَّرْقِ * **المَرُورُ الرَّابِع:** مَرُورُ الْغُرُوبِ

التوقيت	FOD (تجمع وتراكم للمطاط) - الأجسام الخريبة - نباتات نامية - برك مياه - طامروكام - الرمال السائلة - مواد منسبة)	تسفقات نقاط أو مناطق غائرة	مناطق السلامة	كم الريح	توقع القائم بالمرور	توقع رئيس النوبة

* المرور لثالث: المرور على العلامات الملاحية على المدرج الساعة 10:00 AM

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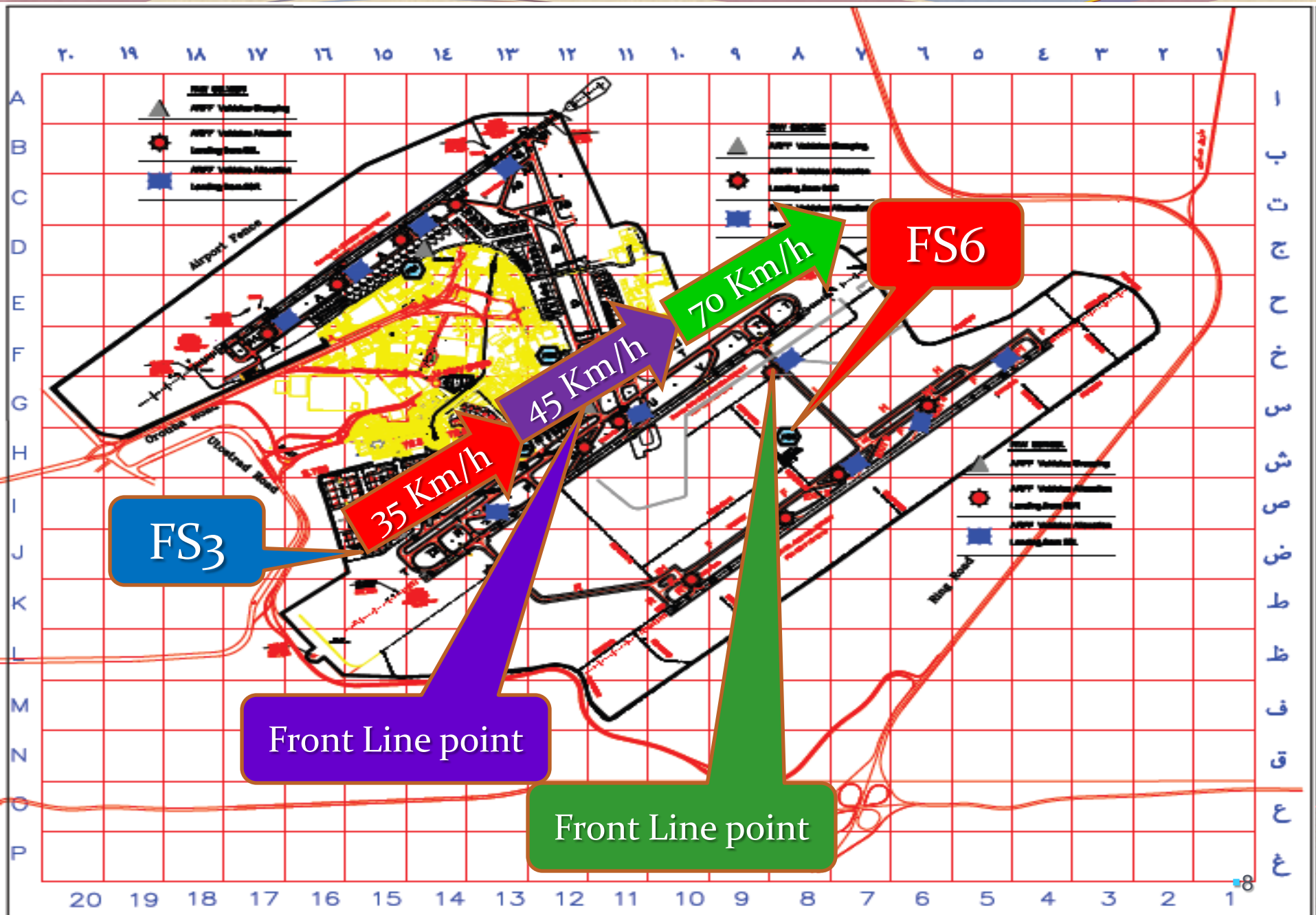
Rescue and Fire Fighting (RFF) response

- Grid map for standby and low visibility .
- Continuous inspection for appropriate response vehicles.
- Rescue and Fire Fighting (RFF) ability to locate and access excursion.



- Front line positions for RFF vehicles in case of Low visibility (to intervene on more shorter times).
- Continuous training for effective emergency response personnel.
- New access roads were established specifically for RFF Vehicles.

Low Visibility Hazards mitigation procedures



Working in Groups Spirit

- Close coordination between all the concerned stakeholders especially before any **work task** or **any change** in the system (expansion and development).
- Training and briefing personal belonging to the contractors (and subcontractors) working in the airside (pre/post briefing for lesson learnt).
- Permanent Committee for updating the AIP.
- Standardizing all the procedures –especially related to runways e.g. procedures for issuing Notams.
- Reviewing the maintenance program to check signage, lights before starting WIP.



Regulation as a critical defence



- Great care for Locating & Managing the equipment if there are WIP especially in the runway stripe.
- Provide signs for flight crews to visually determine runway distance remaining.
- Ensure the airfield and RESA conforms ICAO specifications.
- Define standard criteria for not operating runway.
- Airport environmental interactions.

Sharing Experience



- ❖ **Establishing Runway Excursion database:**
 - ❖ **utilized from NTSB & FAA and UK CAA-Safety Accident and Incidents Database.**
- ❖ **Collect Related information internationally**
 - ❖ **Data analysis of runway excursion.**
 - ❖ **Share industry best-practices to reduce the risk of Runway Excursions**
- ❖ **Identify high risk areas (with data).**
- ❖ **Human Factor communication through meetings, Seminars, Posters,...,etc.**

Thanks for attention

