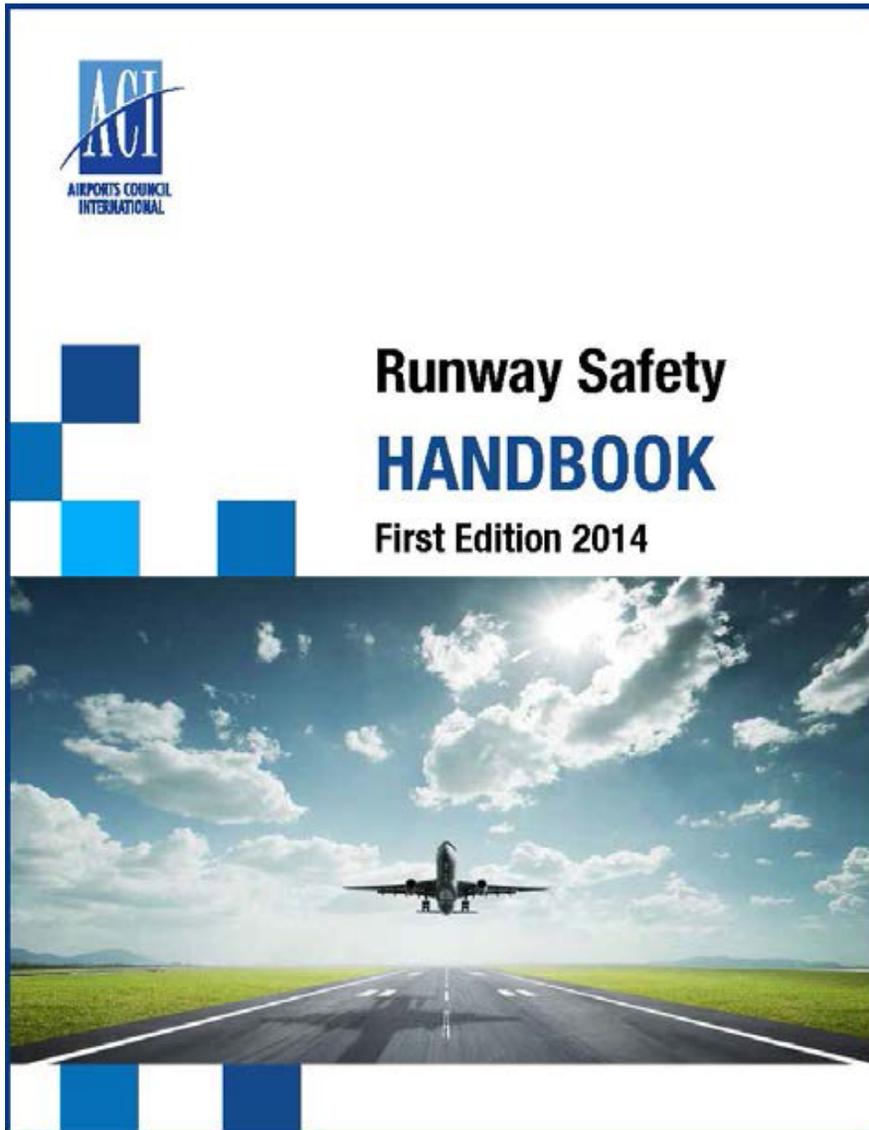


# Aerodrome Operator Perspective Runway Safety

2014. 6

**John Kim, ACI World**



## Runway Safety

- Providing easy and simple approach for establishing LRST and implementing Runway Safety Programme;

## Planning and Design

- Explaining how to prevent or mitigate infrastructural hazards for new aerodrome and existing one;

## Operations

- Providing methodologies for runway inspection, dissemination procedures for AIP and NOTAM and, best practices of FOD management and obstacle control; and

## Maintenance, Temporary Restriction and Construction

- Introducing proactive measures to prevent or mitigate accidents or incidents during these activities.

## Mainly focus on Worst Practices

- Key elements to eliminate incursion risk airport design are:



Cross Runways



Converging Runways



Close Spaced Parallel RWs



Y-Shape TW Intersection



TW Crossing a Rapid Exit TW  
And Wide Throated RW Entrance



Complicated TW Layout  
Connected with runways

## The Worst Case

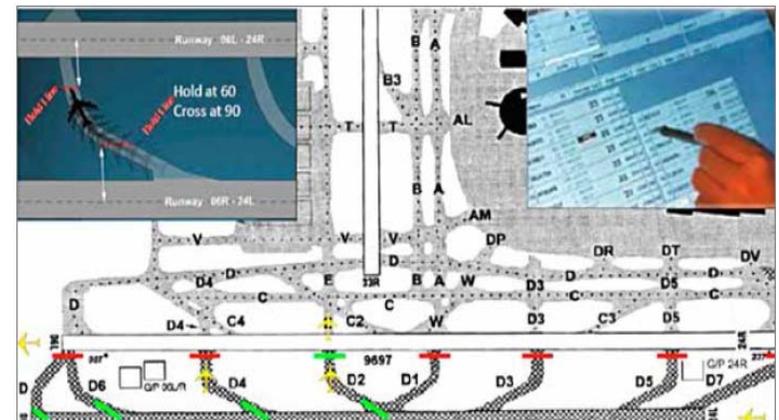
- To prevent complicated aerodrome layout.....



## Improvement Measures for existing aerodrome



Perimeter Taxiway



24H Stop bar Operation  
at Closed Parallel Runways

## Introducing New Technologies

- Maximizing operational efficiency with enhancing safety

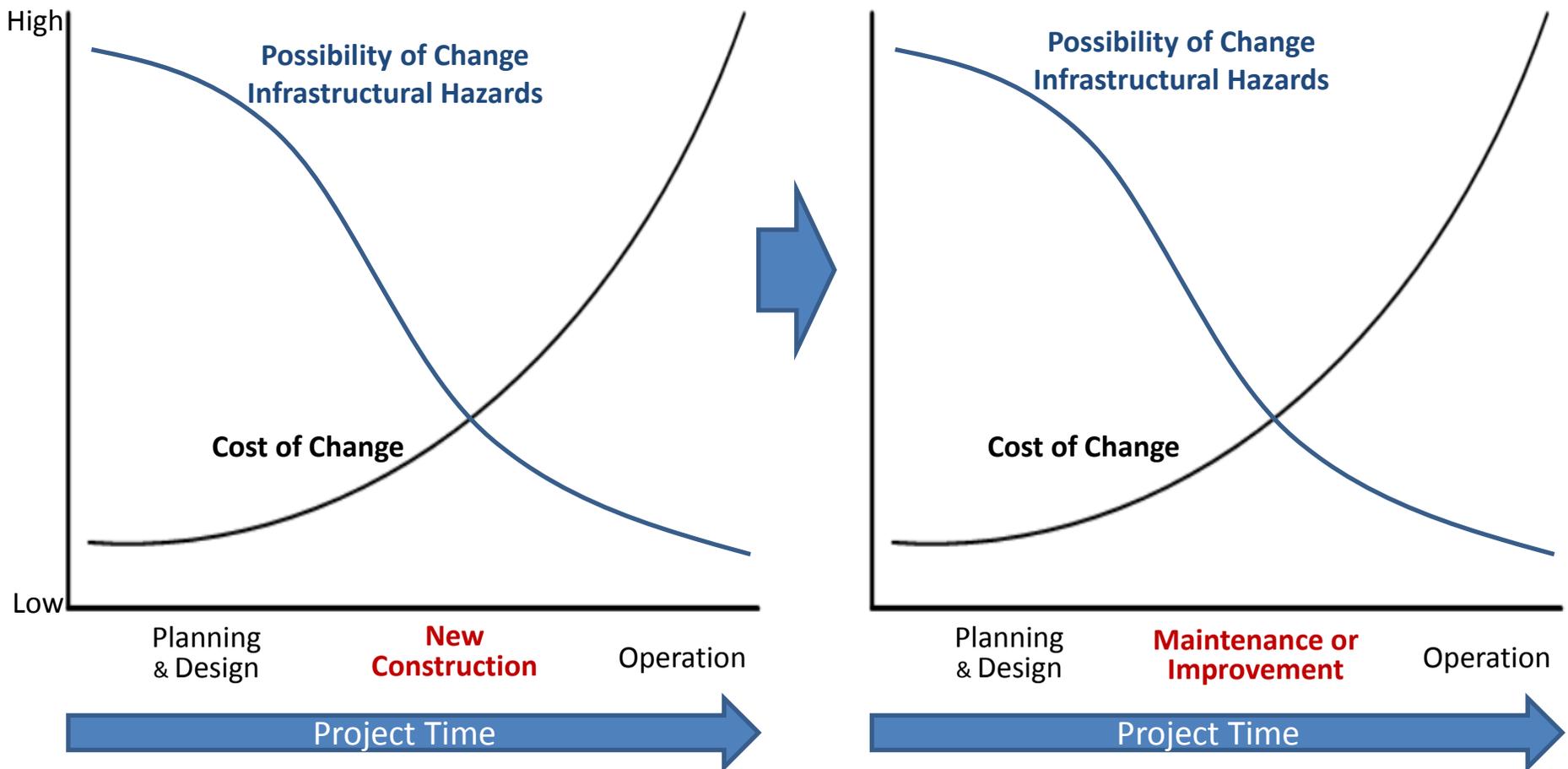


Follow green service based on A-SMGCS



## LRST Participation

- Beginning stage participation and providing operators' perspectives are essential



## Change Management (Construction)

### Planning Stage

Construction Plan (or Long term maintenance plan) should be reported to LRST and LRST perform a safety assessment by reviewing the plans:

- Construction site protection plan (markings, signs and lighting);
- Construction site access plan (communication plan with ATC);
- Prescriptive traffic control plan (fence location, barricade placement and construction crossing);
- Aeronautical Information plan (AIP or NOTAM)

### Initial Construction Stage

LRST should check protection measures of the construction site through site inspection:

- Terminate electrical power or uninstall lighting, signs and markings leading to the construction site;
- Reconnect lighting circuits to maintain A/C operation
- Install new marking and signs to prevent incursion of the site;
- FOD and Hazardous material management;
- Procedures to access the construction site;
- Publishing AIP or NOTAM

### Closing Construction & Reopening Stage

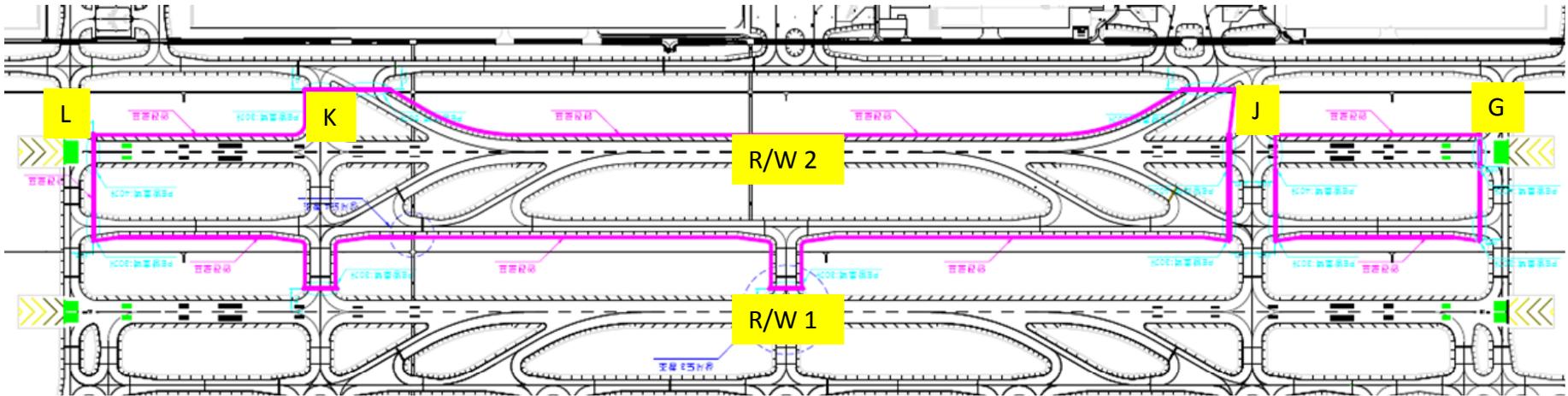
LRST should perform a safety assessment through a site inspection and document reviewing before reopening the site:

- Clearance of construction fencing, stationary equipment and vehicles from the site;
- Compliancy, consistency and operational ability of each lighting system, markings and signs
- No FOD has been left on the working area
- Republished AIP or NOTAM

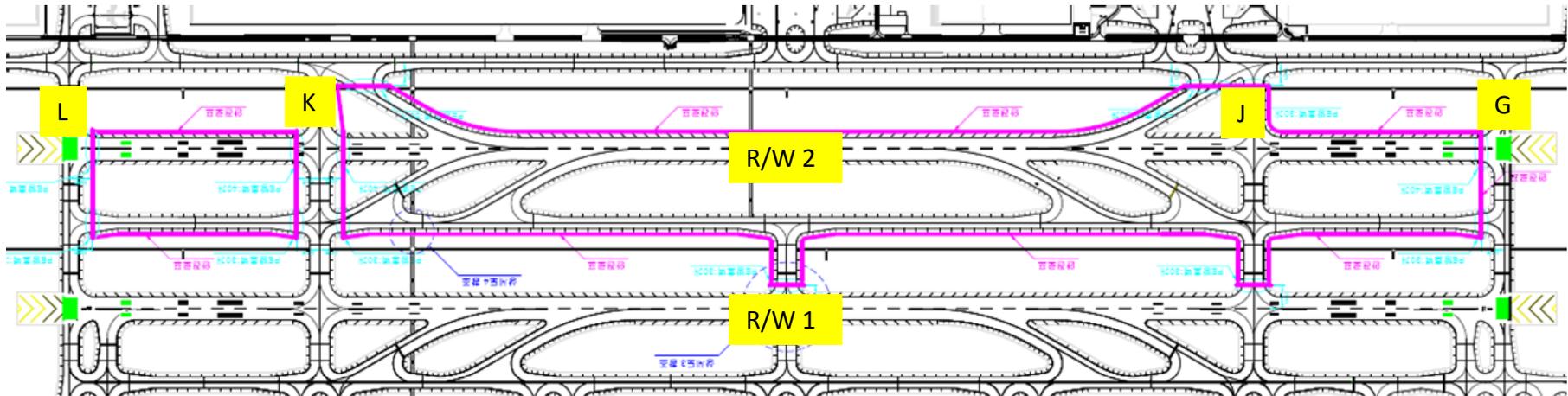
# Protection Measures

## Closing Area and Aircraft Movement Plan

- 1<sup>ST</sup> Closing Area, Period : May. 31. 01:00 – Oct.18. 24:00



- 2<sup>nd</sup> Closing Area, Period : Oct.19. 00:00 – Dec.13. 01:00



# Protection Measures

## Examples of Runway Protection



**Thank you very much**