

RUNWAY SAFETY TEAMS

Airport Experiences

  Terminals

  Toilets

Shops  

  Banks



AIRPORTS COMPANY
SOUTH AFRICA

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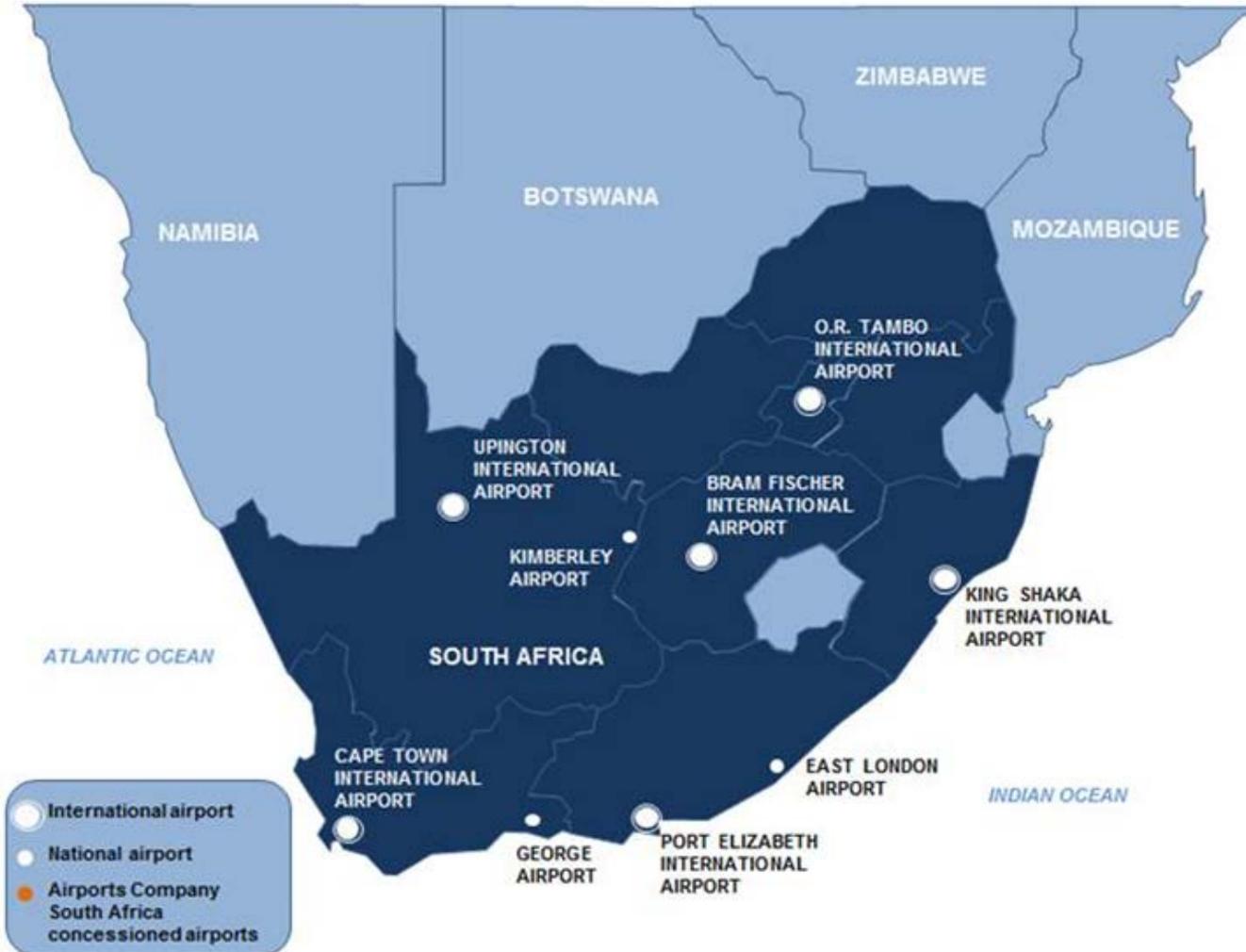
54 STATES IN AFRICA



TRUE SIZE OF AFRICA BY LAND MASS



ACSA OPERATED AIRPORT



RUNWAY SAFTY TEAMS CURRENT



CAPE TOWN / JUL 11



JOHANNESBURG / JAN 12



DURBAN / OCT 12



PORT ELIZABETH / MAR 13



GEORGE / APR 13



BLOEMFONTEIN / JUL

By November 2013 the last of the nine airports established a Local Runway Team

RUNWAY SAFETY TEAMS – IMPROVEMENTS



- ICAO Hotspot Chart approved and incorporated into the current AIP and in JEPPESEN
- All Uncontrolled Vehicle Taxiway Crossings clearly marked and signed to improve conspicuity
- All Taxiway/Roadway Intersections received clear signage informing vehicle drivers of instructions “To Proceed Only On Receipt Of ATC Clearance” at these intersections
- HIRA Programme completed for Runway Rehabilitation Programme
- New Radio Telephony Training Manual produced for Vehicle Drivers to utilise, rewritten due to ICAO Severity Classification D Incursions by operational service vehicles
- Airside vehicle colour changed due to inconspicuity from tower
- Radio signal deficiency detected e.g. electrician not hearing tower instructions

RUNWAY SAFETY TEAMS – IMPROVEMENTS



Safety Hazard Identification and Risk Assessment : Effects and Critical Analysis

Procedure/Operation: Cape Town International Airport : Runway 01/19 Rehabilitation Project 2012-2013

Serial No.	Operations	Hazard	Effect	Initial Risk Severity	Severity Rationale	Mitigation	Final Risk Severity	Residual Risk
1	Vehicle Transiting Arrangements	Collision with Aircraft	Damage to Aircraft	3A	Injury to Passengers	Vehicle escorted at all times to designated area. Works only during Airport Closure. Daily Contractor Brief. RT Comms with ATC. Airside Induction.	2D	Acceptable
2	Vehicle Transiting Arrangements	Collision with Vehicles	Damage to Vehicles	3B	Injury to Occupants	Vehicle escorted at all times to designated area. Works only during Airport Closure. Daily Contractor Brief. RT Comms with ATC. Airside Induction	2D	Acceptable
3	Vehicle Transiting Arrangements	Collision with Pedestrians	Injury to Personnel	3A	Injury to Personnel	Vehicle escorted at all times to designated area. Works only during Airport Closure. Daily Contractor Brief. RT Comms with ATC. Airside Induction	2D	Acceptable
4	Vehicle Transiting Arrangements	Collision with Buildings	Injury to Personnel	3C	Injury to Personnel	Vehicle escorted at all times to designated area. Works only during Airport Closure. Daily Contractor Brief. RT Comms with ATC. Airside Induction	2D	Acceptable
5	Excavation and General Works	Disruption of services	Electric shock or drain damage	3B	Injury to Personnel. Loss of Nav aids	Excavation to specified depth recommended by Project Engineer. Use of CAT Scan prior to excavating. Full Cable Repair Kits available onsite. Use of Cabling Charts to Identify known cabling locations. No excavation 45 minutes prior to aircraft arrival.	2D	Acceptable
6	Excavation and General Works	Bird activity	Increase on BCU workload. A/c damage.	2B	Increased bird activity possible.	Frequent inspections by BCU. Works during Night only. No FOD left on site. No food to be consumed outside of vehicle onsite	2E	Acceptable

EXAMPLE OF HIRA MATRIX PRODUCED FOR RUNWAY REHABILITATION PROJECT AT CPT

RUNWAY SAFETY TEAMS IMPROVEMENTS



Clearly marked and signed uncontrolled vehicle crossing points, as per ACI recommendations, now at all locations on all service roads and perimeter tracks

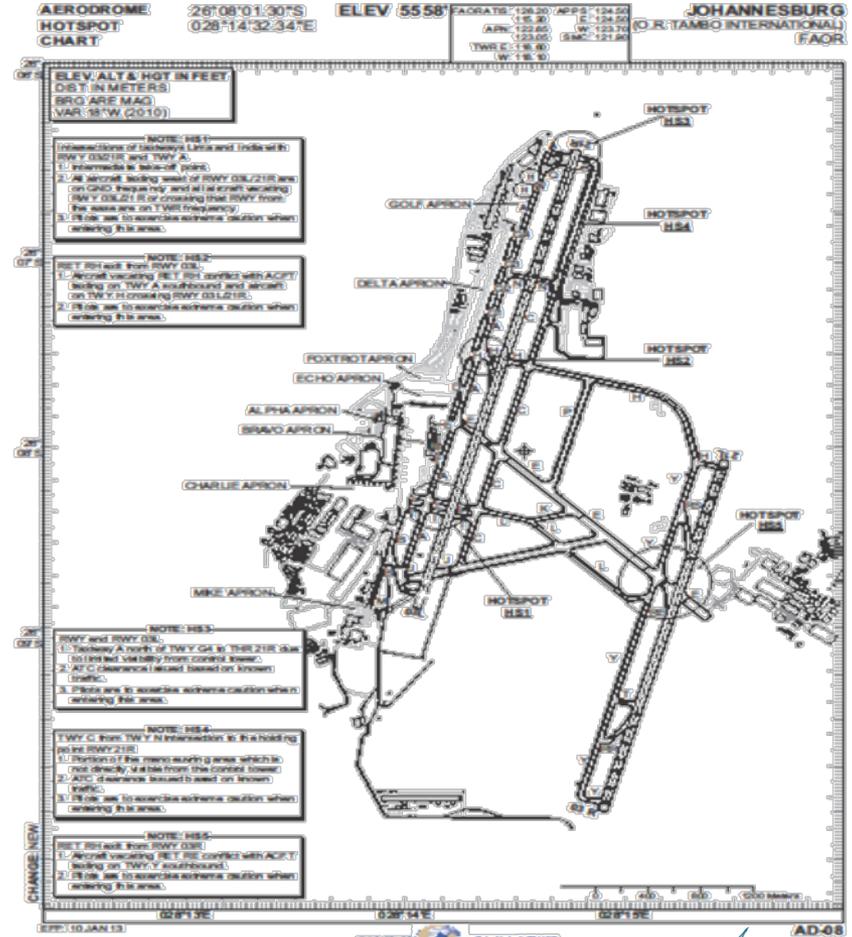
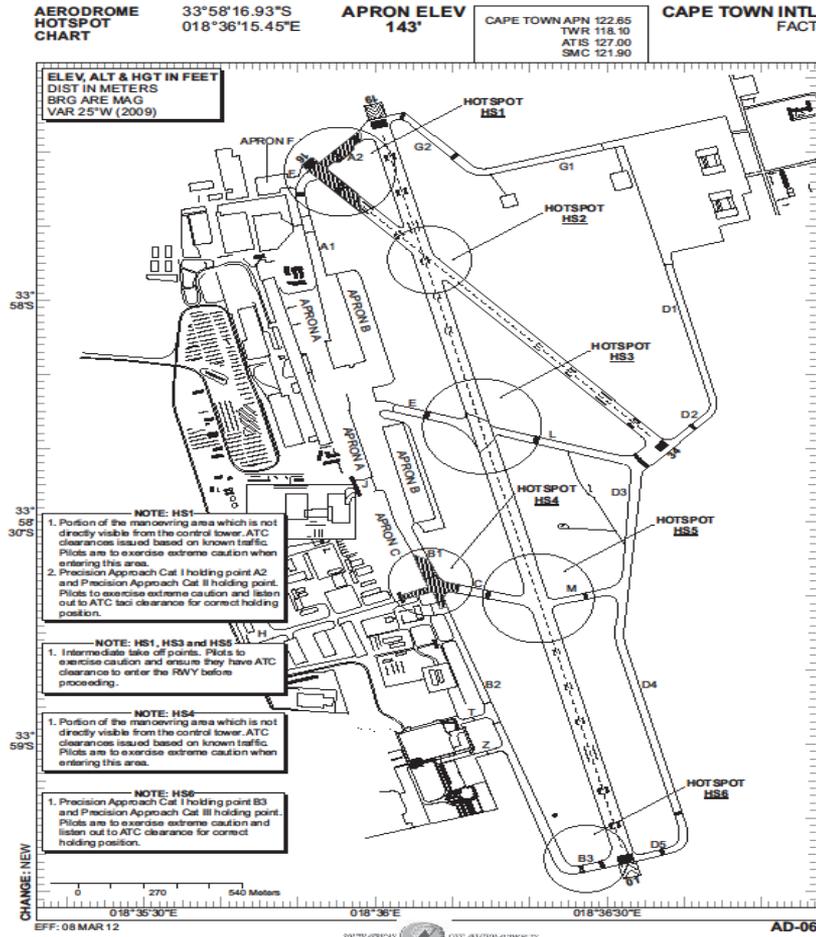


Clearly signed vehicle roadway entrances that lead to taxiways and which give clear instructions to seek ATC clearance before the vehicle can proceed onto the taxiway

LOCAL RUNWAY SAFETY TEAMS HOTSPOT CHARTS



Due to LRST



RUNWAY SAFETY TEAMS



Not all positive news....

- The Airfield Operations Management team has not shown strong passion in both maintaining and chairing the LRST
- Very few members of the Senior Management Team have attended any of the scheduled LRST meetings
- Loss of momentum due to change in management
- Dilution of agenda for example i.e. PPE and delegation to junior management
- Agenda items not resolved i.e. long term Capex issues
- Sustaining interest of pilots and airline representatives
- Capacity of chairperson
- Lack of passion
- More case studies and training



SOME CASE STUDIES



Bird and Wildlife

Kimberley Airport (KIM) is located in an arid semi-desert region of South Africa. A local mammal species of nocturnal Anteater, known as an Aardvark (Earth Pig), burrowing under the airport perimeter fence.



Aardvark Ant Eater –Protected Species

Although there is an active Bird and Wildlife committee and regular meeting held, no Pilots attend such meetings.

SOME CASE STUDIES



Bird and Wildlife

On 16th July 2010, a South African Express Airways, De Havilland Canada DH8-300 operating a scheduled flight, soon after touchdown the aircraft struck an Aardvark on the runway.



Similar incident occurred a week later but with minor damage to aircraft rotor blade



ACSA Case Study 2 – Upington Airport



Microlight sharing the airport with normal IFR traffic



Jabiru Light Sports aircraft using UTN

Between 22nd April and 28th June 2013, i.e. a two month period, UTN experienced 12 Runway Excursions, all of ICAO Severity Classification C or D. Of these 12 excursions, 10 of them were committed by Microlight and Light Sport aircraft.

A complicated 3 Runway layout and Microlight Pilots who are unfamiliar with operating within an ATC controlled airport and controlled airspace were the main transgressors. Improved Markings and Signage resulted in no further incursions.



RUNWAY EXCURSION



George Airport

On 7th December 2009, an Embraer 135, made a landing in wet conditions. The aircraft failed to stop within the runway distance, and left the runway before the RESA and broke through the perimeter fence before coming to a halt on a road. There were no serious injuries to anyone on-board. No mention of LRST in accident report.

Major debate around use of fog spray, friction testing and RESA's



BA INCIDENT

22 DECEMBER 2013



- Accident BA034 G-NLL, B747-400, 22 December 2013, O R Tambo International Airport (FAOR) – Republic of South Africa Operated British Airways



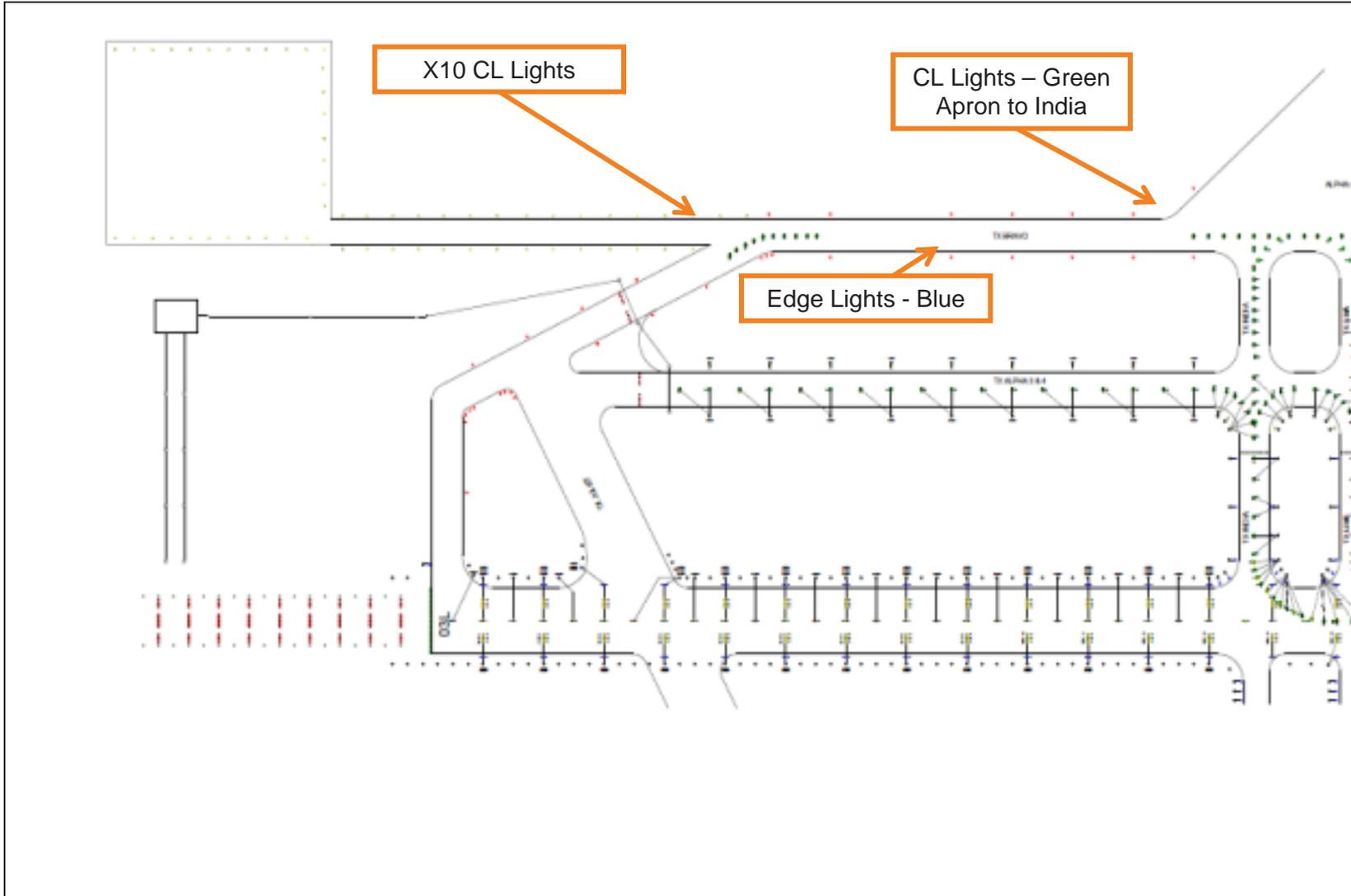
THE AIRCRAFT ROUTE



Taxiway
BRAVO

Cat 2 Holding Point

CL INSTALLED ON BRAVO



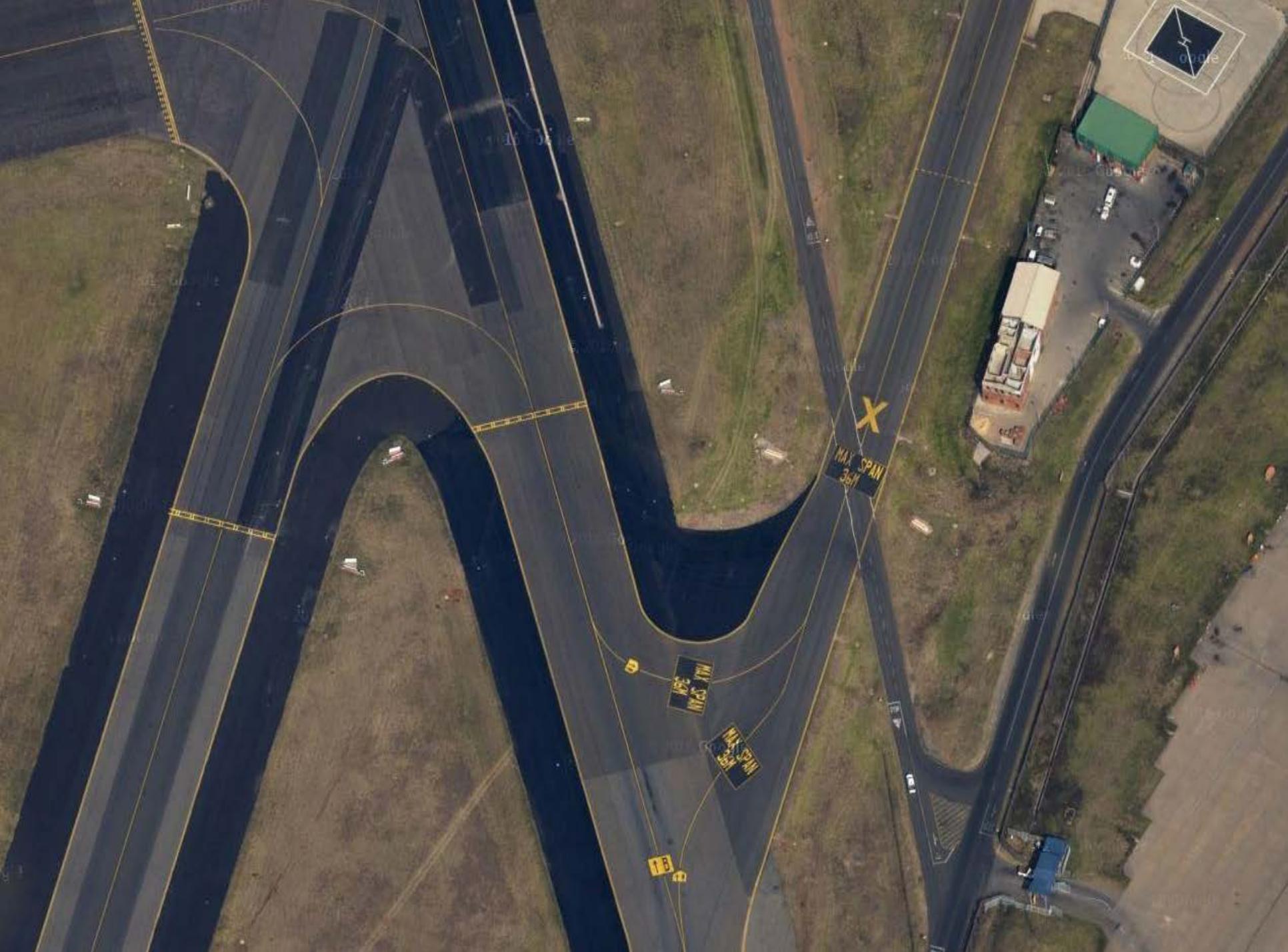




INCORRECT TAXIWAY



Approximate
final position



MAX SPAN 35M

MAX SPAN 35M

MAX SPAN 35M

MAX SPAN 35M

SAFETY RECOMMENDATIONS



- CAA to intensify ramp inspections on all foreign operators to South Africa, ensure compliance
- AAIB to address aeronautical data revision status issue with BA third party service provider – Navtech
- ATNS to fully commission the A-SMGCS system, it will help to assist with safety and efficiency of aerodrome surface movement control in low visibility operations (LVO's) area
- ACSA to remove the BidAir Service building on Mike
- ACSA to address lack of maintenance to lighting and signage on Bravo
- ARFF to address runway and taxiway inspection issue



Airport Experiences - Conclusion

- Each Airport is unique and no need for fully fledged LRST as needs great effort
- The LRST meetings do not have to be separate meetings on their own. If it helps you, simply add them to your existing Airside Safety Committee meetings
- Drive to set up LST not to be a tick-box exercise, lot of interest and enthusiasm especially CANSO, ALPA but ...to be chaired and driven by Aerodrome Management
- Helps to focus on many improvements not given attention to previously...e.g. driver training, focus on construction activities
- The skill levels required to keep a LRST going can be a challenge – reality check on skills and experience of personnel
- Use of technical jargon especially by some professionals and tendency to dominate meetings by some sectors also challenging for smaller aerodromes
- LRST and effectiveness not assessed by SACAA



