

## Local Runway Safety Team Action Log 25<sup>th</sup> January 2012

**Attendees:** Jerry Barkley, Andy Taylor, Keith Burrridge, Janet Gilroy, Nigel Hollett, Mihiri Evans, Paul Loader, Danny Maskell, Owen Healey, Martin Brash, Robert Lynch, Brian Jackson, Kevin Wilkins, Andy Crabb, Stuart Osman, Dave Charman, Vic Franklin, Jez Davis, Tom Stoddart, Graham Salmons, P J Stanbrook, Phil Rowsell, Simon Heath.

**Apologies:** Paul Wiggins, Chris Ashpole, Al Pease, Rodhri Manley, Rich Jones, Matt Osmond, Martyn Cooke,

**Shared material reviewed at this meeting; Final Actions and Recommendations from Runway Incursions and Excursions**

### LRST key learning points:

No	Issue	Action	Resp	COMPLETION DATE		Comments
				Planned	Actual	
1	Charlie Hold	Long term solution to be included in Main Runway Rehabilitation project(remove concrete south of this line and grass the area).	JB	2012		Included in Runway resurfacing project brief.  LRST feedback. Concern raised by airline to the narrowing of the exit. Development team to review design layout.

2	Free ranging - NATS Safety Survey – Northern Runway Operations	Vehicle drivers should be taught to use direction of travel of vehicle in RTF comms to ATC (ie if proceeding westbound on Northern RWY – state 26R. GAD requires update to this effect as it is currently contradictory.	Driver trainers	Mar 12		
		Re-issue RTF GAD	SH	Jan 12		RTF GAD being drafted
		Issue OPNOT-SI on cleared own lookout	BJ/ME	Jan 12	Comp	
		Current GAD's (any that relate to the manoeuvring area) to be issued independently.	JB	Ongoing		
		New airfield driving map to be attached to Airside Driving and Vehicle Operation GAD  Remove J1 – J3 hatching  Remove Hatching from East of Juliet 8	KB	OCT 11	Comp	Issued 7 <sup>th</sup> Nov – effective 30 <sup>th</sup> Nov
		Wig-Wags at Y1, Y3 and Y4 to be extinguished during NR Ops	JB	Jan 12		
3	Airfield Charts	AIP to be updated with Pushback requirements as described in GAD. NOTAM to be issued in the interim.	JB	Nov 11	Comp	Submitted to AIS 26 <sup>th</sup> Oct

4	CGA markings	Wig-wags to be installed at road access points to the runway.	DC	2012		Is included in Runway resurfacing project brief.
5	Vehicle Transponders	6 week Trial to be undertaken to use transponder label (eg 'Leader 1') instead of task specific callsigns	AC/GL/B J	Feb 12		To be reviewed at next LRST
6	Runway Incursions	Recommendations from RI reports to be added to LRST action list	SH/BJ	Ongoing		
		Promulgate RI awareness	JB	Ongoing		Cascade comms as appropriate – None identified from previous LRST
7	Airfield Layout	Arrange van tours of airfield layout/signage for 2012 including a run during the hrs of darkness	JB/AT	Mar 12		Dates during April to be confirmed. Will include N.R.Way operations
8	Training	TRM Training – Provide dates for RFFS and AGLS	BJ	Ongoing		All AFS TRM comp and AGLS to follow.
9	Airfield Projects	Airfield Development team to deliver project overviews on any significant development at FLOPSC/LRST	JB	Ongoing		Main runway rehabilitation updates being delivered to FLOPSC
10	Runway Incursion Steering Group (RISG)	Share reports with group	JB/AT		Comp Feb 12	
		Leading indicators suggestions from LRST				

11	EAPPRI 2	Compile tracker and Gatwick response to recommendations.	JB/AT	Oct 11	Comp Jan 12	All AGLS unambiguous? LRST raised wig wag issue at Yankee and to complete night time van run.
12	Helicopter Ops	Review of Air taxi helicopters on Juliet	KB/MC	Mar 12		
13	Runway Ahead Markings	Review the need for enhanced markings at Bravo	All	Jan 12	Comp Jan 12	Agreed to maintain current markings. No requirement to add enhanced markings. When the runway designators at Bravo are refreshed they need to be painted as 26L/08R.
14	UK LRST Groups Amalgamated actions	Review amalgamated actions from other UK LRST groups	All	Jan 12	Comp Jan 12	Agreed no action required by Gatwick LRST

## LGW Runway Incursions – Actions and Recommendations

### 08/01/2010 – Leader 5

Leader 5, plus 2, requested permission to enter RWY 08R after the next landing aircraft but was instructed to hold position. The three vehicles subsequently entered the RWY without ATC clearance after the traffic had landed.

### Actions and Recommendations

Runway Incursion Questionnaire - **Completed**

ATC tapes and SSMGR recordings secured - **Completed**

All findings and report shared with Local Runway Safety Team for further promulgation. – **Completed**

All Manoeuvring Area drivers must challenge any action that they are not comfortable with. A further safety check must be made to ATC to confirm any actions where any doubt exists.

Standard RTF Phraseology should be used. Leader vehicles must refrain from asking for conditional clearances or permissions when requesting a

runway access.

Drivers must be trained and recorded as competent before operating or driving unfamiliar vehicles.

Drivers must be adequately rested before engaging in runway activities. They must further be alert to the risk of fatigue between 3am and 5am and make every effort to be alert. Should a driver feel fatigued he must withdraw from the operation.

When escorting any vehicle onto a live runway the Leader Vehicle should position itself between the vehicles being escorted and the runway. This forms a physical barrier between escorted and escort. Escorted drivers should refrain from entering a live runway unless the escort moves to do so or unless instructed verbally by RT. This will negate any verbal misunderstanding that may have taken place between drivers.

### **13/02/2010 – Leader 3**

The incursion occurred when Leader 3 crossed the Juliet 2 Holding Point onto the active runway without permission. This resulted in Leader 3 being in the undershoot area of 08L while there was an aircraft on approach to land.

### **Actions and Recommendations:**

Runway Incursion Questionnaire - **Completed**

Gatwick Airport Ltd Sheriff report - **Completed**

ATC tapes and SSMGR recordings secured - **Completed**

All findings and report shared with Local Runway Safety Team for further promulgation. - **Completed**

Airfield Driving Map updated and shared - **Completed**

Airfield Controller training audited for content matching the specific requirement for Runway protected surfaces, undershoot and Gatwick specific requirements.

The Stop Bar and Hold Bars at Juliet 2 to be checked for compliance and aligned. – **Completed**

Revisit the Risk Assessment for Runway 08L, 26R. - **Completed**

Second men assisting Leader Vehicles to be trained or assessed so as to be capable of challenging and checking RTF instructions or actions.

RTF standard phraseology and procedures to be adhered to at all times. - **Completed**

Competence checks for Airfield Controllers to ensure recency with procedures. – **Completed**

### **14/03/2010 – Fire 4**

Fire 4 requests permission to enter '26R' after the landing emergency traffic. AIR requested confirmation if clearance was required for '26L' or '26R'

Fire 4 reiterated the request for '26R', Fire 4 was observed to enter '26L'

### **Actions and Recommendations**

Runway Incursion Questionnaire - **Completed**

ATC tapes and SSMGR recordings secured – **Completed**

GAL and NATS Joint Investigation carried out - **Completed**

All findings and report shared with Local Runway Safety Team for further promulgation. – **Completed**

Hand over procedures at shift change should be checked to ensure staff are clear and ready from the moment of handover.

AFS response should be practiced at the moment of or during handover to eliminate any vulnerability.

Recency with roles must be monitored and further training or competency checks considered.

Exact location information of an incident is vital. A check should be made to ensure this information is always given clearly.

The Driver Training Package should be checked to ensure that all AFS drivers and those responsible for ATC communications have regular access for training purposes and familiarisation to Runway 08R / 26L.

The naming of Runway 08L /26R should be considered as the close proximity and similar designators cause confusion.

Given recommendation 6 above consideration should be given to renaming 08L /26R on taxiway signage.

All staff must be trained to check and challenge any call via the RTF that they believe may not be accurate.

### **04/05/2010 – Emirates**

TOM286 commenced its take off roll before previous lander,UAE11, had vacated through a holding point although it had cleared the edge of the runway.

### **Actions and Recommendations**

### **02/08/2010 - easyJet**

EZS8571 Landed Without Receiving Clearance

### **Actions and Recommendations**

### **07/08/2010 - Nouvelair**

Having been cleared to taxi to holding point A2, LBT8321 was observed by the Air Controller to have partially entered the runway at B1. EZY278W and EZY889E were sent around by the Air Controller.

### **Actions and Recommendations**

**02/09/2010 – British Airways**

BA2159 (LGW – UVF), Boeing 777 G-VIIP, was holding at point J7 awaiting departure from Runway 08R. ATC transmitted “Speedbird 2159 hold J1” The clearance was read back correctly. There was an easyJet Airbus 319 on final approach to 08R at that point. About 20 seconds later, ATC cleared a Flybe Embraer 190 aircraft to line up on 08R, after the landing A319, from holding point G1 some 370 metres further east on 08R. After the landing A319 crossed the runway threshold, BA2159 did not stop at J1 but continued forward to line up on 08R.

**Actions and Recommendations**

**24/09/2010 – Not a runway incursion as aircraft had not crossed A1**

MOOUN taxied beyond his clearance limit of A2 and stopped at A1.

\*As no report has been forthcoming from the crew of MOOUN it has not been possible to ascertain if the crew were confused as to the position of the holding point in relation to the runway.

**02/01/2011 - Monarch Incursion at Juliet 1**

MON 742 was instructed by the air controller to hold at the J1 holding point and this instruction was read back correctly by the flight crew. A few moments later, the crew of MON 742 asked the air controller to confirm that they were cleared to line-up on 08R. The air controller replied negative and re-enforced the instruction for MON 742 to hold at J1. MON 742 informed the air controller that they were now holding a few metres past J1 and were then instructed to hold position.

FLIGHT CREW –CONFIRM receipt of line up clearance on flight deck BEFORE crossing CAT1 Holding point (CAT2/3 holding point if LVP in force) If one member of flight deck believes they mat NOT have clearance to line up – DO NOT PROCEED any further and contact ATC immediately for clarification

Internal review carried out by NATS Gatwick Competency Examiners to develop defensive controlling guidance for use by ATCOs – due to be published May 2011

**Contributory factors were:**

Expectation bias – the crew appeared to be used to LGW operation and practice of being instructed to move forward to J1 as a pre-cursor to line up instruction.

While this line-up was not given, due to a change of ATC plan, the crew incorrectly believed they had received it. By the time internal flight deck discussion had concluded uncertainty over authorisation to enter RWY08R they had crossed the CAT1 holding point and were now infringing the RWY.

**10/08/11      23:36      Runway 26R      Runway Incursion      GAL**

#### **Description**

During Northern Runway Operations (26R) ATC noticed Works 25 enter Taxiway Juliet abeam the Fire Station forecourt. Works 25 had not requested permission to enter Juliet. ATC contacted Works 25 and instructed them to vacate Juliet immediately.

Investigation being carried out by GAL driving standards manager . Tapes and radar retrieved from NATS. Human Factors questionnaire completed and MOR filed.

Driver awareness of restricted areas. Revised airfield driving map to be issued. **Completed**

**Runway Incursion 04/10/11      13:32      Holding Point 'Y'4      S R Technics**  
**MBKU5/41011**

#### **Description**

S R Technics driver crossing the 26L undershoot from Yankee 4 to Yankee 3 with no clearance from ATC. An Airfield Controller stopped the driver at Hangar Lane southside

He had crossed the double white lines abeam Stand 3 onto taxiway Yankee, then proceeded past the wig-wags at Yankee 4 onto the undershoot, with no positive control.

#### **Action / Follow-up**

The GAL Driving Standards Manager attended and also spoke with him about the seriousness of the situation. An airside caution was issued (4683 - Offence G43 - entering a manoeuvring area without permission) and his airside driving permit was removed.

7/12/11 The driver was issued with penalty points and banned from driving for 3months.



Recently issued Airfield Driving Map Directive highlights all such restricted taxiway areas. (All drivers airside must have a copy of the latest airside road map in the vehicle. In addition, those vehicles / drivers who are authorised to operate on the manoeuvring area must carry all three airfield driving maps)