

CONCERN & COUNTERMEASURE SHEET



Manoeuvring Area Safety Team

Date: 2/9/2010

No.	DATE	CONCERN	COUNTERMEASURE	RAISED BY	WHO RESP Name	Ackn	WHEN	SIGN OFF
49	15/04/09	Top 3 Safety Issues	<p>BA, BMI & Virgin requested to canvas their pilot community for top 3 safety issues at LHR</p> <p>SN stated that Chart Providers were struggling to keep up with changes to the airfield maps given the level of change on the airfield. There was a suggestion to provide the phasing charts of major work although it was beleived that charts would then need to change every week. More discussion needed.</p> <p>16th Dec 09</p> <p>Keep upto date map on the website.</p> <p>TJR to look at how to issue map with airfield work phases.</p> <p>10th Feb 10</p> <p>Supplement to AIP 28th Jan 10 contains work phasing.</p>		GW/PW/JW			
54	17/06/09	Runway Ahead Marking	<p>JG to check availability of NATS HF people and the amount of resource that would be needed to assess the Human factors of runway ahead markings. The issue is wether the markings should be everywhere or just on Hotspots.</p> <p>16th Dec 09</p> <p>White on Red traditionally Runway Ahead. Yellow on Black was suggested.</p> <p>Runway grip testing meeting to consider friction of the sign.</p>		JG			

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5	7/27/2006	Is the BALPA response referred to in the appendix to the EAPRI still current ?	Review, update and send through any changes to Pete Leeming	PL	Peter Cox	Y	8/30/2006	8/30/2006
6	7/27/2006	Is the BA response referred to in the appendix to the EAPRI still current ?	Review, update and send through any changes to Pete Leeming	PL	Tim Price	Y	8/30/2006	8/30/2006
7	7/27/2006	Current EAPRI has not been updated for at least 12 months	Review from HAL perspective and include any submissions from BA & BALPA	PL	Tony Heap		8/30/2006	8/30/2006
2	7/27/2006	BAA Central Airport Ops monthly MOR report for runway incursions not available in time for RST meeting	Agreed that the focus for reviewing runway incursions and trends should be through: LHR runway incursion reviews, feedback of trends issues from other locations thro NATS and John Hamshare @ CAO / BAA.	PL	Pete Leeming	Y	8/30/2006	8/30/2006
3	7/27/2006	What should the standard be for runway ahead markings @ LHR ?	GR confirmed that ICAO are proposing to mandate runway designator markings immediately prior to the CAT 1 hold marking, either side of the centre line <i>where there is an operational need</i> . This is likely to be effective late next year. They may also identify highlighting the centre line marking within the final 45m of the CAT 1 hold as recommended practice.		Graeme Ritchie		8/30/2006	8/30/2006
7a	8/30/2006	Review the updated EAPRI	TH to circulate updated version to RST membership prior to the next meeting.	PL	Tony Heap	Y	9/28/2006	9/28/2006
3a	8/30/2006	Will ICAO requirements for runway designators at the entrance to a runway cover both permanent and temporary markings ie could LHR continue with "runway ahead" as temporary markings ?	GR confirmed that all future markings should follow the new style ICAO requirements (likely to be fully signed off in 2008). Existing temporary markings can stay as is until removed		Graeme Ritchie	Y	9/28/2006	11/1/2006

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7b	8/30/2006	Review the updated EAPRI	RST to review first section at next meeting	PL	ALL	Y	9/28/2006	11/1/2006
8	7/27/2006	Final Draft of runway incursion advice leaflets	Pete Leeming & John Tabbron to confirm final draft with HAL PA	JT	John Tabbron	Y	9/14/2006	11/1/2006
9	7/27/2006	Confirmation of final draft	Circulate final draft to RST members for sign off at the next meeting	JT	John Tabbron	Y	9/28/2006	11/1/2006
14	8/30/2006	Airline representation at RST meetings - need greater coverage - possibly home carriers + AA / UA ??	PL to discuss representation with Colin Wood	GR	Pete Leeming	Y	9/28/2006	01/11/06 - covered under TOR item
16	8/30/2006	N6 Old RET - CAA position that this should be removed / painted green and blanking plates removed.	PL to confirm progress with removal of blanking plates and feedback proposal with regard to future of old RET surface	GR	Pete Leeming	Y	9/28/2006	01/11/06 - decommissioned fittings removed, paintlines removed by trackjet, yellow marking and white edge lines in place to protect.
12a	11/29/2006	LVP's due cloudbase v visibility	HAL to write a letter to the CAA outlining its view on the issues	PL	Pete Leeming	Y	1/17/2007	Closed - HAL to consider implications first
7c	11/1/2006	Update EAPRI following review of 01/11/06	Update EAPRI	PL	Tony Heap	Y	11/29/2006	11/29/2006
10a	11/1/2006	Use electronic copies for distribution ?	Send soft copy to RST members	PL	Pete Leeming	Y	11/29/2006	11/29/2007
11	7/27/2006	What is the impact of the single conditional line up trial ?	Started on 17th July. Single conditional line up will continue for the foreseeable future. NATS UK reviewing across the UK	PL	Phil Layton	Y	9/28/2006	11/29/2007

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7d	11/1/2006	Re-confirm input to EAPRI document	All parties to confirm their inputs to the EAPRI document (send confirmation / updates to Tony Heap)	GR	All	Y	11/29/2006	Responses received from CAA & BALPA. NATS to reconfirm following Linate review, BA thro Tim Price (see 7f)
7f	11/29/2007	Review of BA response current ?	Tony Heap to send existing BA response to Tim Price for confirmation	GR	Tony Heap	Y	12/1/2007	Superceded by 7h
7g	11/29/2007	Update EAPRI following BA & NATS confirmations	Tony Heap to update and issue to RST members	PL	Tony Heap	Y	12/31/2007	Completed 17/01/07
4	7/27/2006	Are the NATS recommendations from the Milan Linate report covered within the Eurocontrol Action Plan for the Prevention of Runway Incursions ?	Check NATS recommendations v EAPRI. JT to confirm	PL	John Tabbron	Y	12/15/2006	Closed 14/03/07 - confirmed
7e	11/1/2006	Review updated EAPRI document	Review at next RST meeting once inputs from 7d received and consolidated	GR	All	Y	1/17/2007	Closed 14/03/07 - reviewed but superceded by 7h
7i	3/14/2007	Eurocontrol web site has more up to date version of EAPRI template	John Tabbron to download new template & copy actions across from existing document	JT	John Tabbron	Y	4/11/2007	Completed by JT on 13/04/07
10	7/27/2006	Runway Incursion Leaflets - How will we distribute ?	NATS have distributed to airline contacts. Agreed to distribute thro The Log and the AOA	JT	Pete Leeming / Peter Cox	Y	1/17/2007	Closed 14/03/07 - leaflets published - due out in next copy of The Log

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10a	1/17/2007	Quality of pdf file for publication in The Log	Peter Cox to confirm to Pete Leeming if the quality of the file he has is suitable for publishing	PC	Peter Cox	Y	2/14/2007	Closed 14/03/07 - confirmed
11a	11/1/2006	Concern raised by airlines regarding perception of slower line up times and time pressures at hold when single engine taxiing	John Tabbbron to approach SPWG with regard to the possibility of ATC giving estimated departure times at the hold	PL	John Tabbbron	Y	4/11/2006	Closed - 16/05/07 - moved to FLOPC and SPWG forums
13	7/27/2006	Emergency Crossing Procedures - What are current procedures for emergency runway crossings ?	John Tabbbron & Richard Smith to discuss existing procedures - emergency crossings should be limited to those necessary. Include review of call signs (unique numbers ?).	PL	John Tabbbron	Y	4/11/2006	Closed 15/08/07 - specific issue with AFS dealt with - broader issue under action 21
18	3/14/2007	Runway incursion - 08/02/07 - snow sweeper @ N1	John Tabbbron to continue investigation with Richard Smith with regard to ATS RT training	JT	John Tabbbron	Y	4/11/2007	Closed 15/08/07 - Richard Smith to initiate pre winter briefing to ATS drivers
12	7/27/2006	LVP's - Confirm that NATS, HAL and CAA are comfortable with the procedures for free ranging in LVP's	Procedures agreed in Sep 05. Agreement and documented procedures required prior to CAA Audit (18/01/07). John Tabbbron to arrange a meeting with Spike B, Tony Heap and Richard S to define procedure - on going	PL	John Tabbbron	Y	9/12/2007	JT meeting RS on 21/09/07

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20	5/16/2007	Runway boundary - What is the definition of the "runway boundary" beyond which C Licence drivers should not pass when free ranging (without specific ATC permission)	Define the boundary - John Tabbron to discuss at next meeting with Richard Smith In addition a previous incursion of an AOSU vehicle had prompted the need to firstly confirm and then reiterate the precise and agreed definition of the runway boundary. It was confirmed that the burn line on the grass and the appropriate stop bar on hard surfaces are the boundary limits.	FLOPC / JT				CLOSED
21	8/15/2007	Runway Crossing procedures	John Tabbron to discuss at next meeting with Richard Smith Discussion concerning who actually needs to cross the runway as opposed to using the road system, including the response to emergencies and the speed of this response. The aim is to reduce the number of vehicles crossing the runway thus reducing the possibility for incursion. RA provided feedback from the BAA operational team however the meeting decided that this item warranted greater attention hence it should be closed on the CCM and moved to the MAST strategic plan. ACTION: RA to close and move to MAST Strategic Plan	JT	RA		8/6/2008	CLOSED and moved to MAST Strategic Plan

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23	8/15/2007	Bird Hazard Management	The netting close to T5 was noted to be draping in the water and holed in some places. Monitoring the netting forms part of the normal environemntal and bird hazard management checks carried out on the airfield.	JT	Andy Green (DMA)		8/6/2008	CLOSED
24	8/15/2007	MAST Meetings	Due to FLOPC's invigoration and almost continual overrun, discussion ensued as to the possibility of moving the MAST to a more appropriate date in between FLOPC meetings. This was the first distinct MAST meeting.	RA	RA		8/6/2008	CLOSED
25	8/6/2008	Pilot Feedback	It was felt that little feedack was readily made available from Aircrew operating into and out of Heathrow. ACTION: Pilot representatives should gather their own company feedback on any safety issues associated with operating at Heathrow and be prepared to feed back to the MAST as a fixed Agenda Item for all future MASTs	RA	Pilot Representatives			CLOSED and moved to Fixed Agenda Item

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1	7/27/2006	TOR - No Terms of Reference for the meeting	<p>Pete L to circulate final draft of TOR to the attendees</p> <p>In view of the refocusing from LRST to MAST it was agreed that the new set of TORs for MAST should be ratified by the MAST membership. RA had distributed for comment with the CCM prior to the meeting. Discussion during the meeting revealed that the TORs could be additionally refocused.</p> <p>The TORs had been subsumed into the MAST Startegy document and as such would be reviewed as part of that document.</p>	PL	RA	Y	8/6/2008	CLOSED
17	11/29/2006	Measles Map - Analysis of root causes for incursions to accompany measles map	<p>John Tabbron to develop graph matching incursion numbers against causal categories.</p> <p>This action has been carried out and a Measles map is produced for FLOPC however it was felt that this information should additionally be available to the MAST meeting. The latest runway incursion map was displayed. It was agreed that this would be sent out with the minutes.</p> <p>ACTION: RA to include the most recent map in the minutes.</p>	PL	RA			CLOSED and moved to standard agenda item.

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19	5/16/2007	Ring of Red - What are the safety benefits of a ring of red and would they justify any cost or operational impacts ?	<p>Define what a ring of red solution would look like then understand the safety benefits and cost / operational implications.</p> <p>TrPr still progressing a paper on this issue. 'Reds and Greens ' Safety survey to be carried out at the end of May.</p> <p>NATS will be arranging a meeting</p> <p>ACTION.</p> <p>JP requested to provide feedback at the next meeting.</p> <p>PL raised the point that the institution of RofR may have a service impact due to the additional time taken to work through the process of dropping the stop bars etc. RofR discussion not yet sufficiently advanced to be able to assess this impact but subject should be considered in future.</p>	FLOPC	JP		8/6/2008	CLOSED Moved to MAST Strategy

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7h	17/01/07	EAPRI - Working group to update EAPRI document	A new EAPRI document was due to be produced at the end of 2008. No further update was available. As the MAST Strategy was rooted in the EAPRI report it was felt that further review of the EAPRI at this stage would be nugatory effort although attendees were invited to raise any potential omissions with the Chairman. Once a new EAPRI had been issued (for which there is no current date) the document would be reviewed and staffed in conjunction with both the MAST strategy and the MAST action plan to ensure alignment.	PL	JG			CLOSED

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23	07/11/08	Working relationships between inbound aircrew and ground handlers	RJ agreed to continue to encourage better liaison between Airlines and Ground Handlers RJ had taken the chairman of the CAAs Ground Handling Operations Safety Team (GHOST) to the European Commercial Aviation Safety Team (ECAST) part of EASA's 2006 European Strategic Safety Initiative. The CAA chair has now agreed to chair ECAST. Contact had also been made with Len Sullivan who chairs a Heathrow based ground handling organisation. Work was ongoing to try and tie in both aircrew and ground handler reporting to ensure maximum understanding of any particular circumstance.		RJ			CLOSED
31	07/11/08	H24 Stop Bar Report	NATS would propose a date for a meeting before next MAST in February. Action in hand within MAST Strategy document.		TP			CLOSED
33	17/12/08	Confusion over AFS freeranging in LVPs and Safeguarding	RA to confirm arrangements. Fire Service LVP Procedures document explained however NATS believe that there are inconsistencies across the whole of the LVP/Safeguarding issue. Recognised that work currently well in hand		RA			CLOSED

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34	17/12/08	Is there a list of people authorised to free range?	RA to speak to KP with regard to who is authorised to be on the manoeuvring area. There is no specific list but this is part of work currently well in hand between HAL and NATS in this area. This action however is complete.		RA			CLOSED
35	17/12/08	NATS LVP and Safeguarding broadcast to be confirmed with BA and BMi prior to implementation	SB requested to distribute content of message to pilot reps form BA and BMi. Following distribution of message content and feedback, broadcast has been subsumed into normal.		SB			CLOSED
36	17/12/08	BA tugs identified as having problems receiving free ranging information.	MF requested to examine BA procedures for the dissemination of this information. MF had looked in depth at BA procedures and had identified that the only 24hr manned desk within the BA operation is within the EAA. The contacts for this have now been passed to AOSU and the system of dissemination of information within BA has been reviewed and amended. Further work is ongoing to enhance the the new system.		MF			CLOSED
39	17/12/08	MAST Strategy document	RA and JG to present MAST strategy at the next FLOPC. Done.		RA JG			CLOSED

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22	15/08/07	Unauthorised Pushbacks (JT).	<p>Unauthorised pushbacks continue. The forms recently produced and disseminated to AOSU had yet to be successful in capturing data. RA suggested that the DMA should be the first point of contact in the event of an identified unauthorised pushback, who could then allocate an AOSU vehicle in good time to capture the relevant information and then retain control over its dissemination to the tower. JG was requested to inform relevant NATS personnel.</p> <p>1st Tug Working Group take place on 25th February between 1400 and 1530, and will examine the results of the BA LGW trial and other appropriate evidence.</p> <p>The Push Back Working Group was extremely successful and supported well by the community. The outcomes were distributed to MAST members. The next meeting of the</p>	JT	RA, JG, RJ		8/6/2008	

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27	07/11/08	Lack of overall picture of airfield driving offences	<p>CR requested to investigate what possibilities exist to provide Met Police statistics relating to Airfield Driving.</p> <p>Difficult to split data for just Airfield offences. Should have info for next meeting.</p> <p>As stated that there had been only 7 prosecutions under LHR Bye-Laws in the past 2 years (3 for driving without due car and attention, 1 for an accident, 1 for an insecure load, 1 for drunkenness, 1 for dangerous driving). Many verbal warnings however go unrecorded.</p> <p>AS requested to assist in trend analysis of Met Police Airside prosecutions and warnings.</p>		AS			
38	17/12/08	Vancouver Airport Website	JG requested to forward a link to this website.		JG			
40	17/12/08	MAST Strategy document	RA and PL to sign off MAST strategy. CLOSED		RA PL			

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41	2/10/2009	LHR Signage DVD.	RA to try and locate a copy of this training DVD which details LHR signage and could be used as part of a re-education package for aircrew. A copy had been located, but the content was considered to be extremely dated. The DVD was made in 2004 and talks about the change from block numbers to ICAO standard labelling. It also shows operations in the old tower. CLOSED		RA			
46	4/15/2009	Pilot RT	RJ requested to disseminate CAA RT link to pilot community		RJ			
47	4/15/2009	Safety Dashboard/ KPIs	JG requested to develop safety dashboard/KPIs for future meetings		JG			
48	4/15/2009	Top 3 Safety Issues	RJ requested to canvas pilot community for top 3 safety issues at LHR		RJ			
50	4/15/2009	LHR Website	JG requested to look into development of LHR website similar to Vancouver in order to better publicise hotspots.		JG			
45	15/04/09	Ac Chocking	Do HAL mandate ac chocking and if so under which OSI		RA			
53	17/06/09	Runway Ahead Marking	RA to check CAA position on Human Factors reporting re Runway Ahead		RA			

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57	17/06/09	Runway Ahead Marking	Airline reps to ensure their aircrew are aware of the change.	Airline Reps				
58	17/06/09	Runway Ahead Marking	RA to brief at next Ramp and Baggage meeting and ensure Fire Service are aware of the runway ahead markings and seek any feedback.		RA			
62	17/06/09	ACN Latest	All to stress to their airfield drivers the dangers of driving while using a mobile 'phone and also without paying full attention.		All			
50	17/06/09	Runway Incursion Report	RJ to email Manchester RI report to MAST members.		RJ			
59	17/06/09	Runway Status Lights	RJ to send out copies of Executive summary.		RJ			

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32	07/11/08	There may be a safety benefit in linking ASMGCS to EFPS to AGL	<p>SB requested to present the potential benefits of linkage to the February MAST.</p> <p>SB not present. SB requested to present at the next MAST in April. Ongoing.</p> <p>SB not present.</p> <p>SB requested to present at the next MAST in June.</p> <p>SB requested to present at the next MAST in August. TP to lead. Ongoing.</p> <p>TP will report back on feasibility</p> <p>TP reported back that this would not be a 'quick fix' as there was significant levels of technology involved. A fact finding mission was currently underway and there was a possibility of a meeting with a company TBC. TP would report next meeting</p>		TP			
37	17/12/08	MF wanted to ensure that the right people within BA were receiving Runway Incursion data.	<p>MF requested to provide a list of relevant POCs.</p> <p>Ongoing.</p>		MF			

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44	10/02/09	MET Police Driver Training	AS would investigate the opportunities and any associated costs for providing AOSU with both off-road and skid pan driver training. AS reported that driver training could be achieved at Hendon and would probably involve paying just for manpower not facilities. AS would confirm actual costs next meeting. All to confirm if staff may be interested. Ongoing. Costs considered prohibitive at this time.		AS			
51	17/06/09	Runway Incursion Report	JG to examine Runway Incursion data to identify trends.		JG			
52	17/06/09	Runway Incursion Report	Airline Reps to seek feedback on the reasons behind, or any potential opportunities for runway incursions at Heathrow.	Airline Reps				

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60	17/06/09	Runway Status Lights	<p>TP to look at combined HAL / NATS staffing of this issue and to set up and lead a MAST sub-group as required.</p> <p>TP was setting up a meeting to discuss this issue with BAA, NATS, Eurocontrol. FAA installing at 32 major airports; CDG to trial in Europe. PC concerned that both US and EU must have same standards and operate in simialr fashion. Simulation work being undertaken.</p>		TP			
55	17/06/09	Runway Ahead Marking	<p>JG to include runway ahead markings into the next van run and seek feedback from participants.</p> <p>16th Dec 09</p> <p>Looked at and now closed.</p>		JG			16th Dec 09

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56	17/06/09	Runway Ahead Marking	JG to include runway ahead markings into the next Push Back Working Group and seek feedback from participants. 16th Dec 09 Now in pushback working group so closed here.		JG			16th Dec 09
61	17/06/09	Safety Report	JG to look at past incidents investigated and write up as examples to use in training process. 16th Dec 09 Incidents shared at MAST and believed to be incorporated in training so closed here.		JG			16th Dec 09
62	14/10/09	HF Assistance	JG requested to draft TORs for HF people to investigate Rwy Ahead Signage. 16th Dec 09 Same as 54 so closed.		JG			16th Dec 09

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63	14/10/09	Van Run	JG requested to promulgate dates for next van run. 16th Dec 09 Van run completed 11th Dec 09.		JG			16th Dec 09