

MINUTES OF THE MAST MEETING
16th June 2010

Present:

Tim Robinson (TJR) (Chair)	-	BAA
Ian Witter (IW)	-	BAA
Neil Pritchard (NP)	-	BAA
John Hamshare (JH)	-	BAA
Peter Cox (PC)	-	BALPA
Alan Stockhill (JS)	-	Met Police
Phil Layton (PLy)	-	NATS
Jane Gothard (JG)	-	NATS

Item	Notes	Action
1.	Introductions	
	Completed. Alan Stockhill explained that he would be retiring and this would be his last meeting. It was noted that there was low attendance at the meeting and that this was due to a clash with another meeting and it being too late to re-schedule.	
2.	Review Of Previous Meetings Actions and CCM	
2.01	CCM was updated with the latest status. Discussion notes held in the comments field in Excel.	
2.02	Previous minutes item 2.02 Website review at the end of the meeting was planned but closed without review. Comments please at the next meeting.	All
2.03	Previous minutes item 2.03 JG to set-up a working group with the NSL safety working group to consider the technology available to prevent runway incursions. Tim Price and Spencer Norton to be involved in this group. List of options will be considered by FLOPC.	JG
2.04	Previous minutes item 2.04 Hotspots on this agenda.	
2.05	Previous minutes item 2.05 TJR to implement yellow up to the edge of the runway for A380 routes. TJR will feed this back to Richard Smith who is responsible for publishing the chart.	TJR
2.06	Previous minutes item 3.01 This item was about runway excursions JG noted that Flight Safety Foundation have published information on excursions and IATA have a tool kit. See www.iata.org .	

Item	Notes	Action
2.07	<p>Previous minutes item 5.01</p> <p>This item was about the MAST action plan.</p> <p>JG proposed that a review of the strategy is needed and a re-energizing of the MAST meeting. The question is "Are we doing enough about runway safety".</p> <p>Review invite list and add in more pilots and AOC.</p> <p>Review the use of technology as a tool to improve runway safety.</p>	<p>All</p> <p>TJR</p>
2.08	<p>Previous minutes item 9.01</p> <p>This item was about the use of wig wags on taxiway crossings.</p> <p>It was noted that this item had been raised 7 months ago but there has been little progress. TJR stated that his solutions team are looking at this.</p> <p>PC noted that CAP168 does not call for wigwags but Red Stop signs. IW commented that they are an additional attention getter.</p> <p>Item to be progressed.</p>	TJR
3.	Presentations for Ian Witter	
3.01	<p>IW gave a presentation on Hotspot guidance. The key points to note were: CAP168 will have an appendix change about publishing hotspots. The view used to be that you don't publish and instead remove hotspots. Hotspots can now be published and explained. For example Awkward geometry.</p> <p>Publish in AIP but really needs to be on the charts in the cockpit or in the electronic flight bag.</p> <p>Examples from Helsinki and Lisbon.</p> <p>N11 at LHR was NOTAM'd for 6 months - human factors issue here.</p> <p>Action JG to look at how to display the data, likely text and the use of colour.</p>	JG
3.02	<p>IW gave a presentation on friction reporting. The key points to note were: Not permitted to present friction data and data is not consistent.</p> <p>PLY noted that LHR is supposed to give half hourly reports on runway surface condition but that this does not happen.</p> <p>IW noted that a grooved runway can be treated as dry.</p> <p>Runway friction groups are RUFAB from EASA and the ICAO friction task force.</p> <p>Annex 14 compacted snow and ice only not wet (as used by Bristol) possibility that the table will be removed.</p> <p>FAA have the TALPAARC table trialed in the Great Lakes region by Alaskan Airlines.</p> <p>FAA process has Boeing and Airbus involved in the process and so this is most likely to become the standard. CAA "keep an eye" on the work.</p> <p>Agreed to repeat the presentation at the next FLOPC.</p>	

4.	Feedback from FLOPC	
4.01	The group talked about the ICAO definitions on runway incursions and the recent tower evacuation when aircraft were cleared to land and cleared to stand with no ATC present. TJR noted that the statistics should include and exclude the incursions from this event so as not to mask any underlying trend although JG did not agree with this approach.	
5.	Safety Report	
5.01	JG gave the update on runway incursions. Issue with aircraft crossing the S4 stop bar although a new ATC instruction has stopped this. TJR's solutions team have also worked on this to narrow the entrance and move the wig wags in closer together. Underlying trend on incursions is up - Cat D and low risk. Sweeper crossing the stop bar to collect spill under investigation. Monthly report to be copied to NP. 4 incursions for evacuation and 4 for strip infringed by Pakistan aircraft. Action JG/PLy to consider what can be allowed in the strip without reference to the DMA.	JG JG/PLy
6.0	Safety KPIs	
6.01	Not reviewed at this meeting other than as part of the safety report above. Agreed to review and re-energise for next meeting.	All
7.0	Action Plan	
7.01	Not reviewed at this meeting other than as part of the safety report above. Agreed to review and re-energise for next meeting.	All

8.0	ACN data	
8.01	<p>TJR gave the input sent in from Steve Buckeridge as follows:</p> <p>Last minutes:</p> <ol style="list-style-type: none"> 1. Yes we will have more incidents of failure to give ways in our figures as some will be reported to us and not necessarily over the RT (eg if it happens on pushback the tug crew may get a registration of a vehicle they have had to slow down for and the flight crew may not be aware of what has happened) 2. Not sure about the comment "ACN scheme being enlarged to include dropping FOD". Is this a reference to points on ID card for non-driving safety issues? If it is then it hasn't progressed very much as the next step is further discussions with BA so they will support it and they have been occupied with the strike for some time now. 	TJR
8.02	<p>Last couple of months (Apr/May) trends:</p> <p>TJR gave the input sent in from Steve Buckeridge as follows:</p> <p>103 drivers were given points, 34 fines were issued to companies and a further 31 warning letters were written.</p> <p>For the penalty points: 5 drivers were given 3 month suspensions, 58 tickets were written for speeding (ASD have be out regularly targeting this) and the other two main areas were driving without due care (19) and driving using phone (7)</p>	

8.03	<p>Back of stand roads: TJR gave the input sent in from Steve Buckeridge as follows:</p> <p>While accepting that Rear of Stand Roads are not great (and hence why they are only temporary and they are generally resisted at AAB), failing to give way are by no means just caused by this</p> <p>I am not in favour of an arbitrary reduction in the speed limit for the following reasons:</p> <p>There is no rationale for it being 10mph - why not 15mph, why not 5mph? It adds a different speed limit to remember and train to (we currently have 4 different speeds as it is) Speed limits are only as effective as the enforcement and the more unrealistic the limit (straight open stretch of road) the more enforcement will be needed and it may lead to drivers looking out for enforcers rather than aircraft Speed alone is not likely to be a main causal factor - if someone doesn't know what to look for (due to poor training) or is not concentrating/doesn't think it is important then reducing their speed won't per se affect the outcome</p> <p>The light on top is not something I'm particularly against but I think it will have limited effect as most vehicles going along a rear of stand road already have it on anyway</p> <p>What we are doing about the issue is: Where drivers are identified (and they are quite often) most interviewed to understand more of the incident and are given 12 points/banned from driving for 3 months and then retrained</p> <p>We work with companies particularly when a trend is identified to improve their focus on this issue - with construction this has had good effect</p> <p>The attached safety alert is about to be agreed by Ramp & Baggage AOC and it would also address this issue During the summer we will be carrying out 3rd party audits on a variety of companies and driving standards/safety training will be a part of that</p> <p>IW noted that LGW have always had back of stand roads and so the issue is likely to be for drivers that have never seen them. Suggested that a video showing the back of stand road and driving protocol would be useful.</p>	
9.0	AOB	
9.01	None	
10.0	Date of next meeting	
10.01	11th Aug 10 Geneva room at Compass Centre.	

Minutes prepared by Tim Robinson 13th July 2010