

## MANCHESTER AIRPORT

### MINUTES FROM RUNWAY SAFETY COMMITTEE

Date: 17<sup>th</sup> November 2009

Next Meeting: 16<sup>th</sup> February 2010

**Present:**

Simon Butterworth (Chair)	Paul Jones
Jane Bowman (Minutes)	Rory McLoughlin
John Alldread	James Wood
Diane Jack	

**Apologies:** Mike Curry, Chris Formby, Emma Heather, Mark Lakin, Rich Jones, Richard Moon, Rad Taylor, Nigel Wickenden.

ITEM		Action by
1.0	<b>APOLOGIES AND INTRODUCTIONS</b>	
1.1	Apologies were provided at the beginning of the meeting. It was agreed to invite Helene Watson to future Runway Safety Committee meetings given the increased role of Security on the Airfield.	<b>JB</b>
2.0	<b>MINUTES OF LAST MEETING</b>	
2.1	Minutes of the last meeting were agreed as a true and accurate record.	<b>JW</b>
2.2	<u>Item 2.2 of previous minutes: Vehicle Entry Points to Runway Strips</u> <u>Update 18/8:</u> Workshop took place on 13 <sup>th</sup> August. Names and locations will be on the signs. RMc to complete/circulate the drawing and the driver map. The next stage is to cost up. JW/MC will implement and define timescales. Refer to Runway Safety Plan.	
2.3	<u>Item 2.4 of previous minutes: LVP Procedures Training</u> RT confirmed that a training regime had been carried out throughout Saturday nights during the winter 08/09 to improve competence in LVP procedures for Ops and ATC. This was found to be a very useful exercise. RT to organise another Training exercise for October 2009. <u>Update 17/11:</u> Regime is back in place, local procedures to continue.	
2.4	<u>Item 2.5 of previous minutes: Runway Entry Stopbars</u> MC to investigate the feasibility of automating the runway entry stopbars using both timers within the software and microwave sensors on the crossing links. MC to look at producing a reliability statement for the microwave sensors as a preference to alternatives such as induction loops. <u>Update 18/8:</u> Difficulties were expressed by KM when more than one aircraft was cleared to cross. It was agreed to hold a HAZOPS Session with ATC. <u>Update 17/11:</u> To be discussed at a Wednesday meeting when MC is able to attend. Refer to Runway Safety Plan.	<b>MC</b>
2.5		

2.6	<p><u>Item 2.7 of previous minutes: Runway Stopbar Strategy</u>  Update 18/8: Single Runway Holding Point was endorsed last week. There is a project with a brief in MADL. It was agreed to review the Project Brief to ensure it covers all the elements. Project is phased over a 2-year period. Refer to Runway Safety Plan. Update 17/11: SB reported that Phase 1 is intended to be complete this financial year. SB/RMc/MC/S Marriott to meet with NATS within the next week to establish likely programme. CAPEX paper to be presented in December.</p>	Closed
2.7	<p><u>Item 2.8 of previous minutes: Runway Condition Reports</u>  First phase of patch re-surfacing completed. Lessons to be picked up from management of the project for forthcoming major resurfacing project, particularly in terms of friction levels. Update 18/8: JW advised that a wash up meeting was taking place this afternoon (18/8). Update 17/11: Second Phase completed in October.</p>	Closed
2.8	<p><u>Item 2.10 of previous minutes: Working with Runway Strips</u>  Works in grass areas north of Taxiway Victor would be on own-lookout with Channel 5, and all to the south of Taxiway Victor would be on own-lookout with Channel 3. Map of RTF channels to be produced. Update 18/8: Discussions took place. KM to find out what LGW/LHR do. Update 17/11: Nothing written down at LHR/LGW, not very robust. RMc to review the notes, action and will circulate with the minutes.</p>	RMc
2.9	<p><u>Item 10.1 of previous minutes: Runway Incursion Safety Case Review</u>  Arrange a September event to review the documentation for the runway crossing safety case. Update 17/11: RMc will circulate updated Runway Crossings following the earlier review that was completed.</p> <p><u>Item 10.2 of previous minutes: Runway FOD Data</u>  RT circulated a document listing all Runway FOD Events between 2005 – 2009 to the RSC. RT to forward to KM for 'Ringway Reminder'. Update 17/11: SB to follow up with PJ.</p>	RMc
		SB
3.0	<b>UPDATE ON REGULATORY STANDARDS</b>	
3.1	SB reported on a trial at Southampton with rumble strips at a Runway entrance. CAA will produce a report. Update 17/11: Trial took place and was unsuccessful. CAA will write a report and circulate to the industry.	INFO
3.2	SB circulated a draft copy of the CAA proposal on the continued use of 'Runway Ahead' markings. This is an option to be used only in addition to the required designator markings. It was felt that this arrangement had several disadvantages such as possible confusion in LVP where two sets of markings can still be seen and the proliferation of paint that can become slippery in de-icing conditions. SB agreed to feedback to CAA. Update 17/11: SB mentioned that the CAA is to carry out Human Factors. A decision was made to go with Option 2 'enhanced centre markings'. Shaun McAleer to produce a drawing with dimensions to Simon Marriott and Mike Curry to action.	RMc
3.3		INFO

	CAP168, new appendix on Runway Safety will be included in the new issue due out for consultation in December.	
<b>4.0</b>	<b>RUNWAY INCURSION INCIDENTS REVIEW</b>	
4.1	SB circulated a couple of documents. 'Runway Incursions by Severity Category – Rolling 24 month period' and confirmed that the incident rate is currently low which is positive news and hopes the trend continues. SB agreed to circulate the UK CAA Data to the Runway Safety Committee.	<b>SB</b>
4.2	SB also circulated 'Runway Incursions Locations 2007-2009' which showed FZ1, J2, JA1 and VA1 as hotspots. The most recent Runway Incursion took place on 19 <sup>th</sup> October at KC – no further action is required.	<b>INFO</b>
<b>5.</b>	<b>HOTSPOTS</b>	
5.1	SB noted that action was primarily aimed at completion of the alterations at 23R Passing Bay for Cat 3 compliance. CAPEX paper in final review for submission in December.	<b>INFO</b>
<b>6.</b>	<b>UPDATE FROM UK NATIONAL ACTIVITY</b>	
6.1	SB updated the RSC on recent activity.	<b>INFO</b>
6.2	<u>Ground Marker 75 Mhz</u> Following the second trial at Stopbar D5, it has been decided not to continue with development. This is due to difficulty with messages not routinely being heard in the cockpit. SB to feedback to CAA RISG along with the suggestion that the system might work if it could transmit on the runway VHF frequency. <u>Update 17/11</u> : SB has fed back to the CAA RISG.	<b>Closed</b>
6.3	EAPPRI version 2 has been updated by Eurocontrol to contain best practice produced at workshops over the last three years. SB has responded to a draft via CAA. Due to be published by March 2010.	<b>INFO</b>
<b>7.</b>	<b>REVIEW OF RUNWAY SAFETY PLAN</b>	
7.1	Refer to updated Runway Safety Action Plan progress (attached).	<b>INFO</b>
<b>8.</b>	<b>RUNWAY STOPBAR STRATEGY</b>	
8.1	See Item 2.5.	<b>INFO</b>
<b>9.</b>	<b>RUNWAY CONDITION REPORTS</b>	
9.1	R1 – 1 <sup>st</sup> August, runway was NOTAM'd Slippery when Wet. Following rubber removal, friction returned to levels above MFL, but it is expected that areas of wear will receive patch resurfacing. JW described detail of proposed engineering inspections of the worn areas. A decision on patch resurfacing in October was expected by early September. <u>Update 17/11</u> : Further rubber removal carried out early Oct at 23R. Resurfacing works at 05 TDZ has been resurfaced.  Key learning point – new surfacing appears to have very good friction characteristics but consequential rapid build up of rubber. Hence, more frequent rubber removal may need to be done on newer areas.	

	<p>Ops now including level of rubber contamination as part of Runway inspections. External Engineering to receive an alert before contamination reaches critical levels and will therefore be able to undertake a more detailed inspection and arrange for rubber removal works (if required) before levels affect friction levels.</p> <p>AGL Circuits-Change of working practices to be introduced December 2009.</p> <p>Issues re condition of AGL R1 we discussed maintenance for runway lighting.</p> <p>SB/RMc look at assessment of operational impact on reduced lighting – brief ATC.</p> <p>JW to look into non-slippery paint.</p>	<p><b>SB</b></p> <p><b>JW</b></p>
<b>10.</b>	<b>ANY OTHER BUSINESS</b>	
10.1	CAA are proposing new phraseology for MATS Part 1 to support giving aircraft or vehicles clearance to cross a stop bar that has failed on. This was agreed to be a positive step in comparison to using a vehicle escort, which could increase hazards in these circumstances.	<b>INFO</b>
<b>11.</b>	<b>DATE OF NEXT MEETING</b> 16 <sup>th</sup> February 2010	