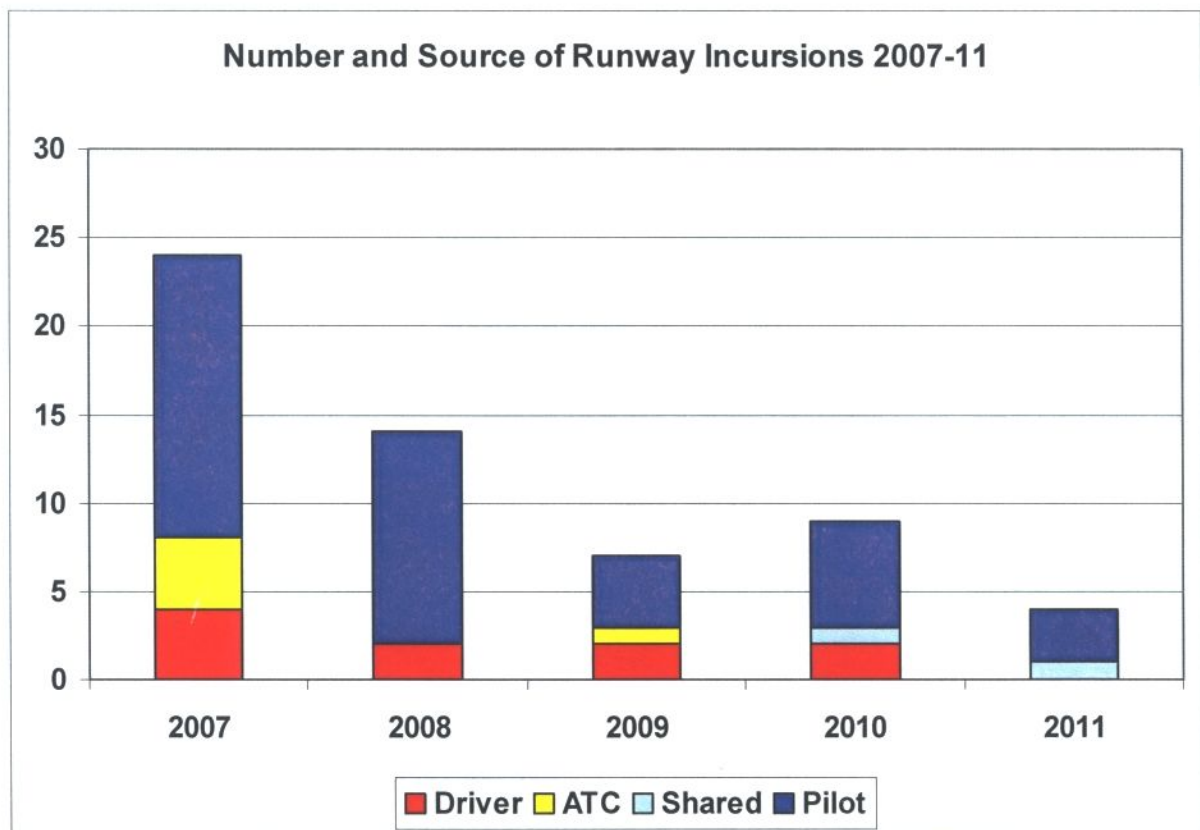
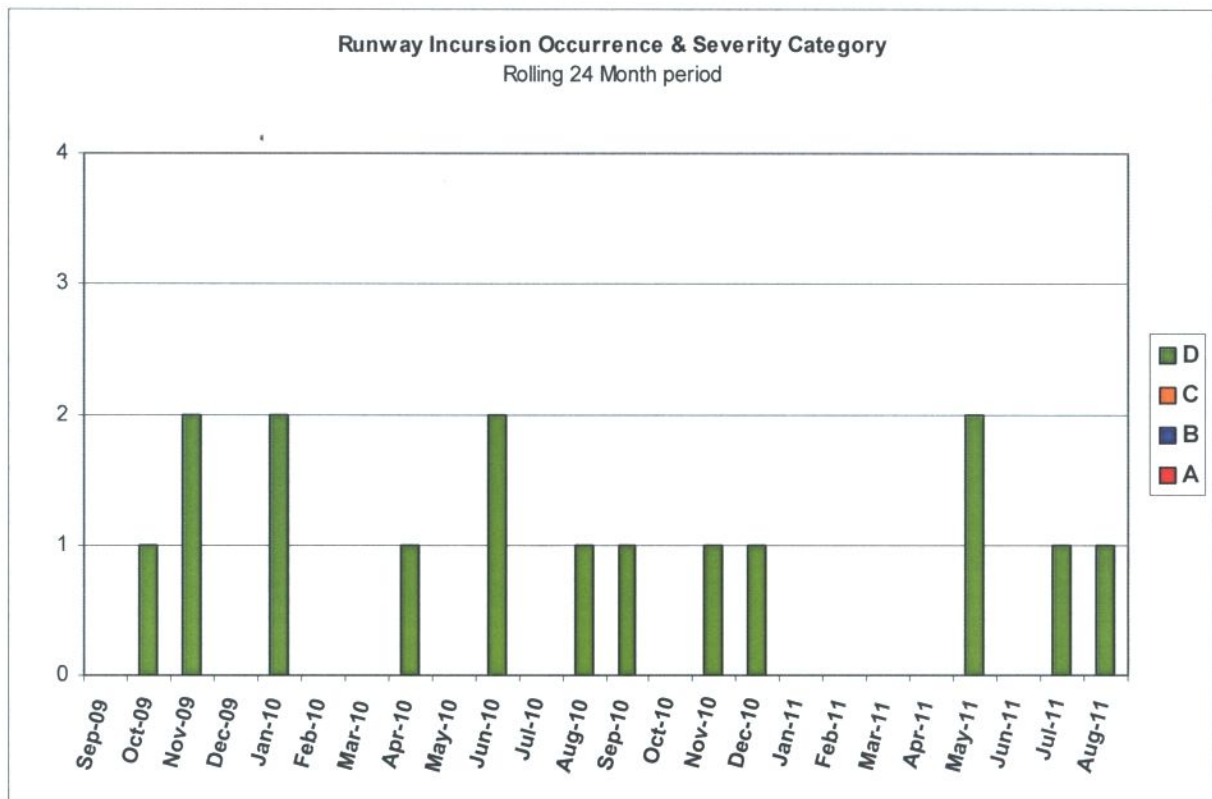


RUNWAY INCURSION DATA RSC – Aug 2011

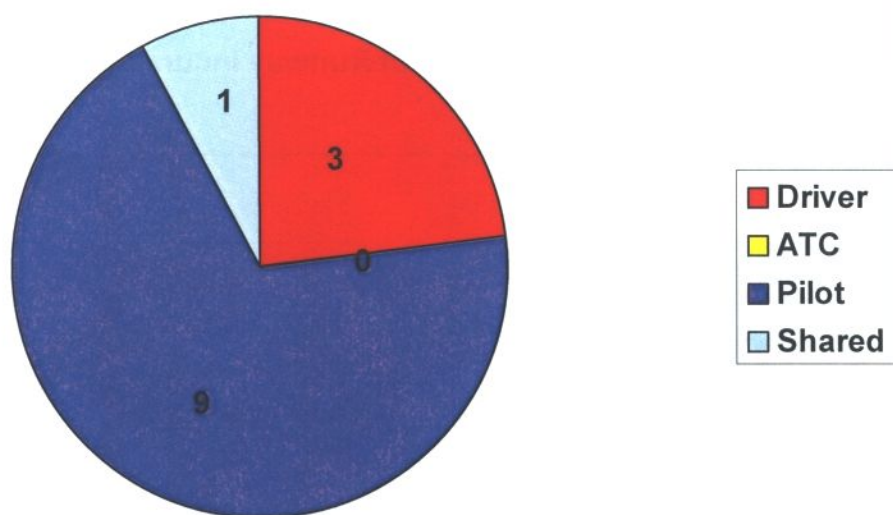


Note: 2011 data is Year To Date (10 Aug).

RUNWAY INCURSIONS 2010-11 (12 month rolling)

DATE	HOLD	RWY	CAT	CAUSE	DESCRIPTION
19 Aug	D1	23R	D	Driver	Police vehicle was responding to aircraft evacuation on 23R and entered runway without permission. Call made and refused on GMC frequency. Daylight good visibility.
4 Sep	H1	23R	D	Pilot	CI5615 instructed to hold at JA1 but entered 23R without permission at H1. No conflicting traffic. Error observed by ATC. Night good visibility (CAVOK).
19 Nov	J1	23R	D	Pilot	During LVP Ops in daylight, LH3429 followed the preceding aircraft beyond J1 hold without a clearance. Aircraft tailgated with no time for stop bar to be reactivated.
16 Dec	VC1	23L	D	Driver	RFFS held at VC1 to follow landing emergency traffic. ATC could not cancel stopbar and re-directed to U1 but one vehicle briefly crossed stopbar.
14 May	J1	23R	D	Pilot/ATC	OHY 6380 crossed J1 without a clearance after ATC incorrectly extinguished the stopbar ahead of it. Day, good visibility. Go-around at 4 miles.
15 May	J1	23R	D	Pilot	OHY 380 crossed J1 without a clearance, whilst following a B757 that was entering 23R ahead with stopbar remaining extinguished. Day, good visibility.
23 Jul	J1	23R	D	Pilot	SWR 381 (an LH B737) crossed J1 without a clearance. (Stopbar on/off?). Departing aircraft stopped and go-around instructed at @ 3 miles. Day, good visibility.
6 Aug	JA1	23R	D	Pilot	ICE 436 observed by AOO with nosewheel over JA1 stopbar. ATC advised, go-around instructed at @4 miles. Day, good visibility. Old markings visible.

Source of Runway Incursion - 2010 & 2011



Summary:

- Spate of Runway Incursions at J1 due to unusual layout.
- All incidents remains at lowest level of Category D.
- Driver related incidents are now a significant proportion of incidents, though total numbers are small; 3 in 2010-11 (to date).
- Pilot related incidents are still the largest numbers, though again, have reduced to a very low level.