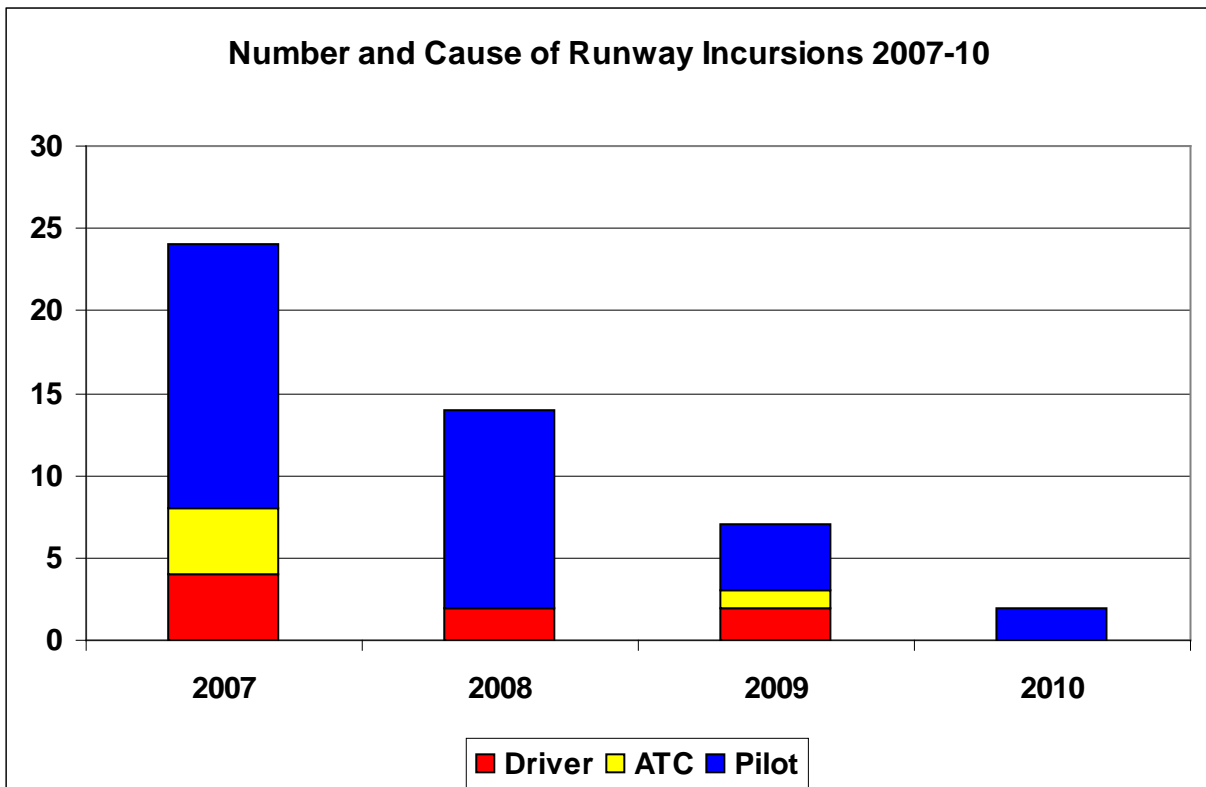
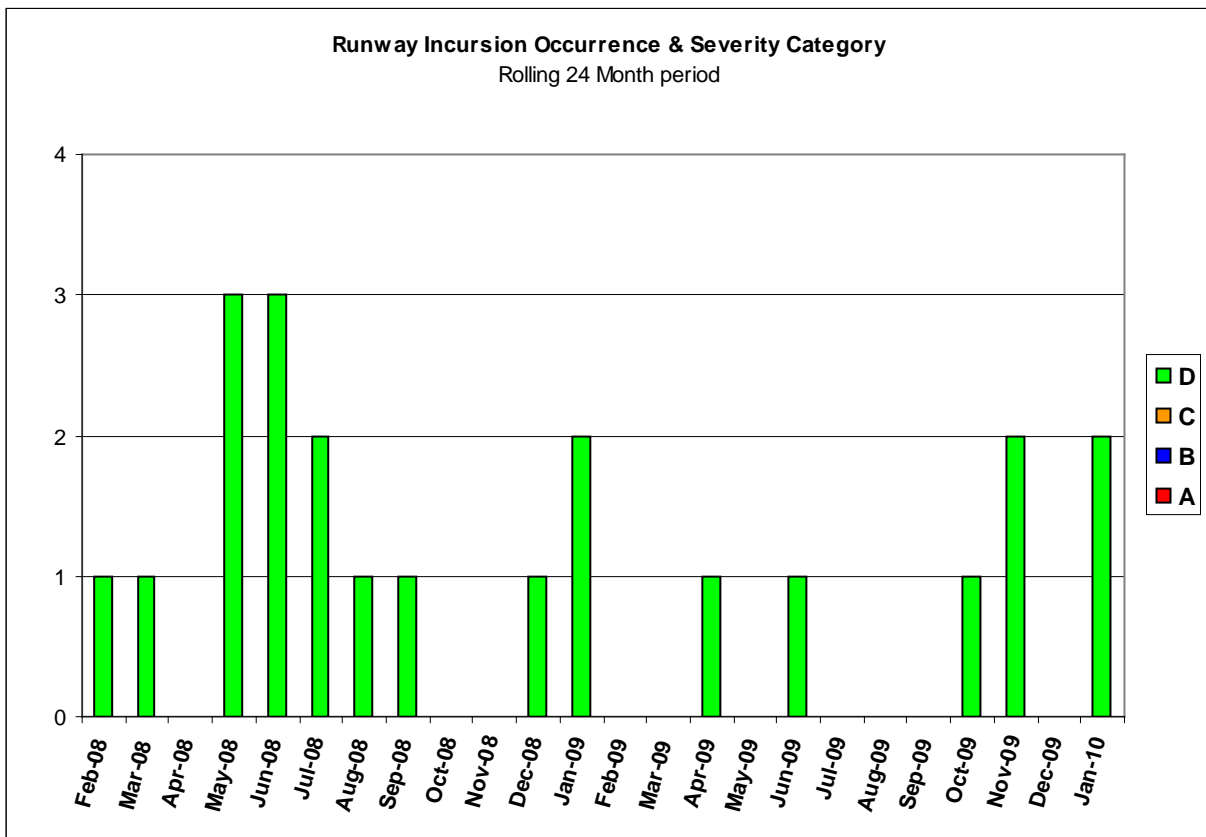
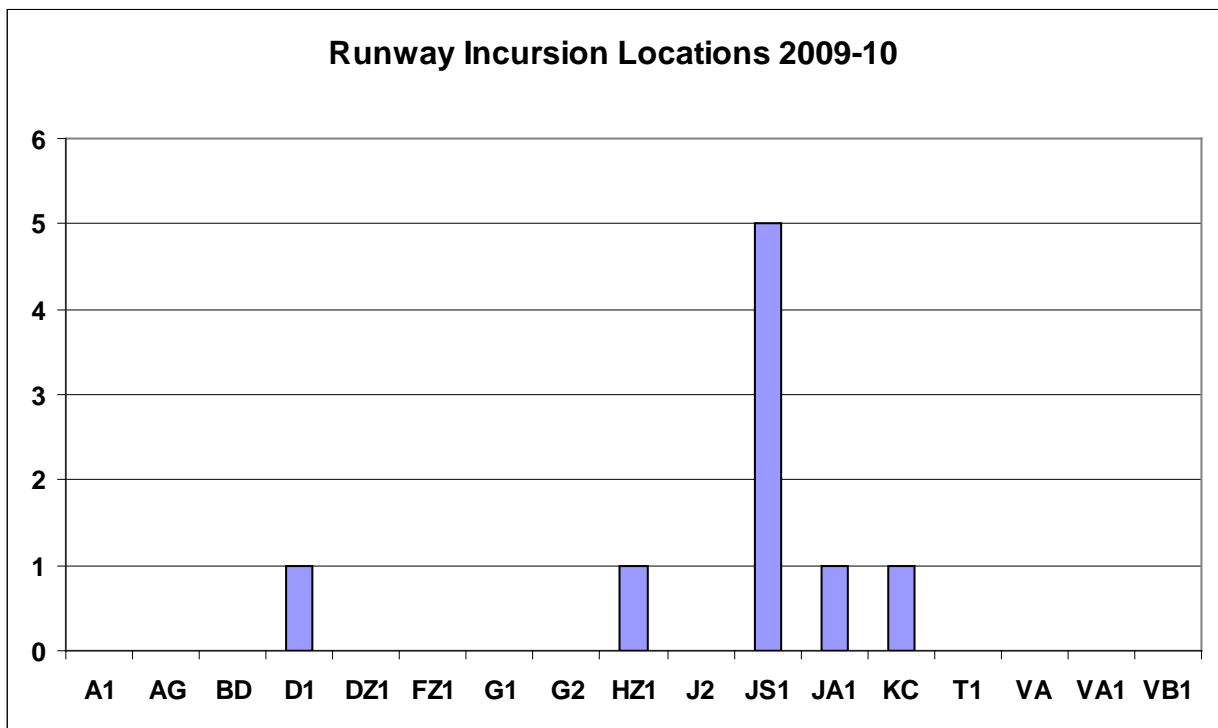


RUNWAY INCURSION DATA RSC – February 2010

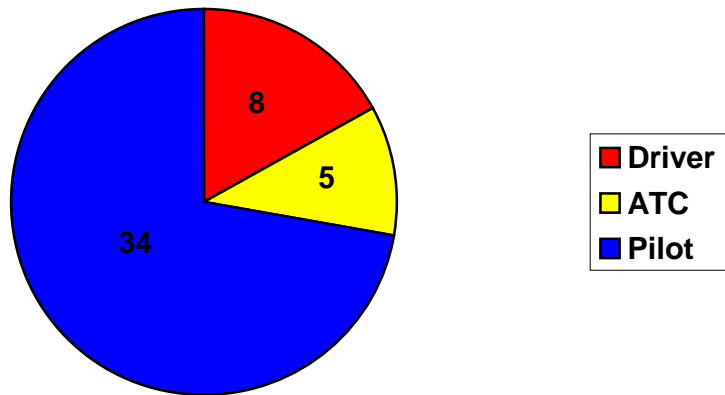


RUNWAY INCURSIONS 2009-10

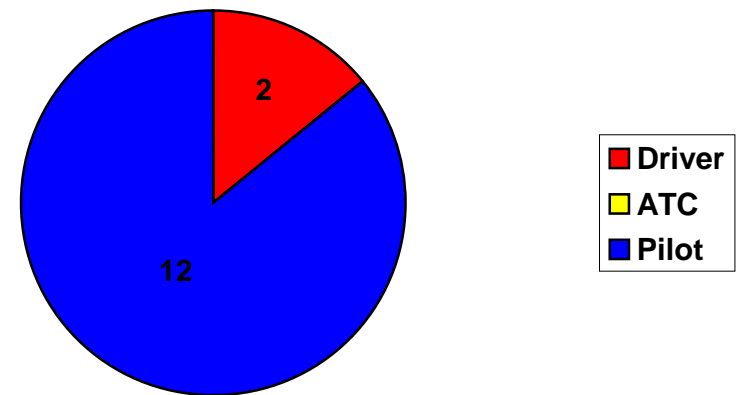
DATE	HOLD	RWY	CAT	CAUSE	DESCRIPTION
4 Jan 09	J2	23R	D	Driver	Vehicle passed between J2 and J1 during LVP ops.
4 Jan 09	JA1	23R	D	ATC	Ice 1 was at JA1 when LVP cloud was selected.
8 Apr 09	D1	23R	D	Pilot	UKP152A entered D1 and lined up on 23R without clearance. Green centreline route remained lit as stop bar not reselected after crossing of previous aircraft.
29 Jun 09	HZ1	05L	D	Pilot	BEE713N instructed to hold at FZ1 but taxied to HZ1 and stopped beyond stopbar, which set off incursion alarm. A departure was just airborne on 05L.
19 Oct 09	KC	23R	D	Driver	RFFS attending AGI at midpoint of 23R given clearance to enter runway at D1 but entered at KC across lit stopbar to achieve best response.
9 Nov 09	JS1	05L	D	Pilot	During LVP Ops, VIR78 cleared to Taxiway J but vacated onto JS, infringing the ILS Localiser Sensitive Area.
9 Nov 09	JS1	05L	D	Pilot	During LVP Ops, COA20 cleared to Taxiway J but vacated onto JS, infringing the ILS Localiser Sensitive Area.
23 Jan 10	JS1	05L	D	Pilot	During LVP Ops, AAL54 cleared to Taxiway J but vacated onto JS, infringing the ILS Localiser Sensitive Area.
23 Jan 10	JS1	05L	D	Pilot	During LVP Ops, BD566 cleared to Taxiway J but vacated onto JS, infringing the ILS Localiser Sensitive Area.



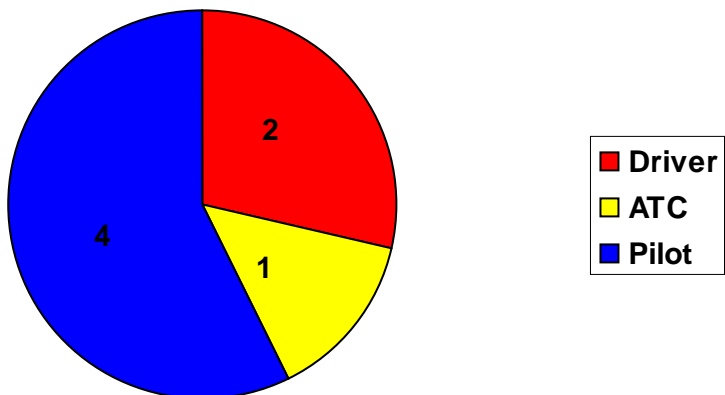
Cause of Runway Incursion - 2007-10



Cause of Runway Incursion - 2008



Cause of Runway Incursion - 2009



Cause of Runway Incursion - 2010

