

MANCHESTER AIRPORT - RUNWAY SAFETY PLAN

Description and Action Required		Owner	Target Dates
1. Drivers and Vehicles			
1.1	Process of validation of experience and competence. Adequacy of practical training, including RTF training, is in the process of being clearly defined. New CAA CAP on Driver Training will also cover this – due in 2010. LDC to implement with guidance from DJ. A/B permit training likely to extend to 2 days; Handling Agents to be advised early, consultation required with AOC.	DJ	Mid 2010
1.2	Framework for CAP 413 R/T competence requirements and practical testing for drivers has been developed for RFFS and Engineering. Implementation of new training regime to be discussed with LDC by DJ. A fundamental review of the syllabus and scope of driver training to take place with LDC and Airfield Operations as above and following new CAA CAP.	DJ LDC	2010
2. Signs, Markings and Ground Lighting			
2.1	Modification to lighting at AG to complete Cat 3 ring of runway red stopbar lights with relocated stopbar AG1 at 137 metres. Project required as preliminary part of Taxiway Alpha project.	JW	2010/11
2.2	Closure of KC has been agreed. JW to implement changes, with placing of barriers, new lighting and removal of signage and paint markings. Blanking plates required on runway lead-off.	JW	Early 2010
2.3	Taxiways JA/JS to be withdrawn from use and re-routed taxiway J created to provide a compliant protection of LSA. LSA to be protected by use of barriers / glims markings. J1 runway holding point to be relocated to 137m. Layout of JA to be revised using additional / improved markings, blue edge lighting, and barriers. Scheme to be implemented prior to A380 operations and Code F compliant. Capex Part B in progress.	RMcL / MC / JW	Start in Jan 2010 Complete June 2010
2.4	<p>Stop bar improvements project to be implemented. Scope includes the following aspects:-</p> <ul style="list-style-type: none"> • Additional lights to make 1.5m spacing with all LED fittings. • New LED wig-wags. • Removal of Cat 1 hold positions (signage, markings, but lights on crossings to remain as incursion warnings). • Enhanced taxiway centreline markings. • CAP 168 compliant runway designator markings. • G1/2 entrance to be reduced in width. • Align runway incursion sensors in line with the single stop bar at runway crossings. <p>Phased programme. FY 2009/10 to implement DZ1, HZ1 & BZ1. FY 2010/11 to commence with D2, F2, G2 & H2.</p>		Phased project. Start in Feb 2010
2.5	Further trials to be carried out at FZ1 to change the runway incursion warning stop bars to a flashing series of lights when activated.	MC	Early 2010
2.6	Feasibility for RIMCAS to be linked to AGL Control System to activate the crossing point runway incursion warning stop bars and as an interlock to prevent the runway stop bars being de-selected. Under review with NATS. Capex to be outlined.	MC/PJ	2010-11

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2.7	Alterations to be reviewed at AE/AF to reduce confusion for backtracking operations. Proposal to move AF1 to the Cat 3 position and to allow AE to be switchable. To be brought forward in light of potential delay to Alpha taxiway project.	MC/RMc	Q2 2010
2.8	Introduce a timed setting on Runway stop bars to enhance safety by ensuring that a runway entrance cannot inadvertently be left with green lights after aircraft have passed. Workshop and HAZOP to take place in early 2010 to evaluate.	SB/PJ	Q1 2010
2.9	Protection of Runways and LSA at vehicle access points – signing, marking and lighting to be upgraded to a common standard. Layout drawings and locations agreed at workshop, RMc to complete scope and manage implementation with External Engineering & update of manoeuvring area plan. External Engineering to implement in Q1 2010 – RT has budget for signage.	RMcL JW	Dec 2009 Q1 2010
3. Communications.			
3.1	Use of VHF radio equipment in vehicles to be progressed to reduce potential issues associated with cross-coupled UHF frequencies. Trials with different aerials completed to ensure full geographic coverage. Capex Part B approval obtained, implementation in progress for completion in Jan 2010.	RT	Jan 2010
4. Operating Policies and Procedures			
4.1	Operation of V7 stop bar during Runway 23R-05L single runway operations confirmed at workshop. Software change by MC.	MC	Sept 2009
5. Runway Incursion Technology			
5.1	Development of GPS based runway proximity alarm with AES. Development being updated for compatibility with new software. Purchase approval approved and in progress for installation in all operational vehicles accessing runways.	RT/MC	Jan 2010
6. Awareness & Publicity			
6.1	Runway Incursion Report to be published in Feb 2010.	SB	Feb 2010
7. Runway Excursion Safety			
7.1	Engineering to examine use of paint with high friction quality for use on Runway TDZ and Threshold markings. Report for RSC.	JW	Q1 2010
7.2	Delethalisation to pits in the R1 CGA to be completed. Programme to coincide with R1 refurbishment project.	JW	2010-11