Transport Canada Transports Canada

SMS FOR AERODROMES – BLOCK 7/8

PRACTICAL EXERCISES
ACCEPTANCE/REVIEW NON-COMPLIANCE

RDIMS#1469103

Canada

1

In this section we take a look at corrective action plans and root cause. This was identified by Canadian inspectors as an area of concern and was often done improperly by SMS aerodrome managers.

Example Scenario

A Process Inspection (PI) was carried out by Transport Canada for each of the following three airport operated by **Company X:**

- **Airport Location 1** on March 5, 2018
- **Airport Location 2** on March 12, 2018
- **Airport Location 3** on March 19, 2018

As a certificate holder offering airport services under 302 of the Canadian Aviation Regulations (CARs), **Company X** is required to comply with these regulatory requirements on an ongoing basis. To that end, the purpose of the PIs was to verify that **Company X** was in compliance and has the systems in place to ensure ongoing compliance with regulatory requirements.

Example Scenario continued…

The scope included an evaluation of the following area of Company X's operation: **TP312 –** Airfield Inspection

These PIs were conducted in accordance with the procedures specified in *Transport Canada Civil Aviation Staff Instruction (SI) SUR-001 – Surveillance Procedures, Issue 6.* The methodology used to establish the level of compliance to the CARs is based on: Understanding the company's organization and operations systems, sampling (e.g. records, facilities, personnel, etc.) to verify that the system(s) as documented are effectively ensuring ongoing compliance, and an analysis of observations to identify areas of non-compliance, develop findings, and take further action if appropriate.

Example Scenario continued…

During the PIs, non-compliances were found in the following areas:

- Airport Operations Manual
- Airfield Maintenance

A total of eight findings are attached to this report. They are classified as follows:

Finding #	Minor	Moderate	Major
2018-302.07-01 Airport Location #1	X		
2018-302.07-02 Airport Location #1			X
2018-302.08-01 Airport Location #1	X		
2018-302.07-01 Airport Location #2	X		
2018-302.07-02 Airport Location #2			X
2018-302.08-01 Airport Location #2	X		
2018-302.07-02 Airport Location #3			X
2018-302.08-01 Airport Location #3	X		

Example Scenario continued…

Company X must submit a CAP to address all by June 13, 2018.

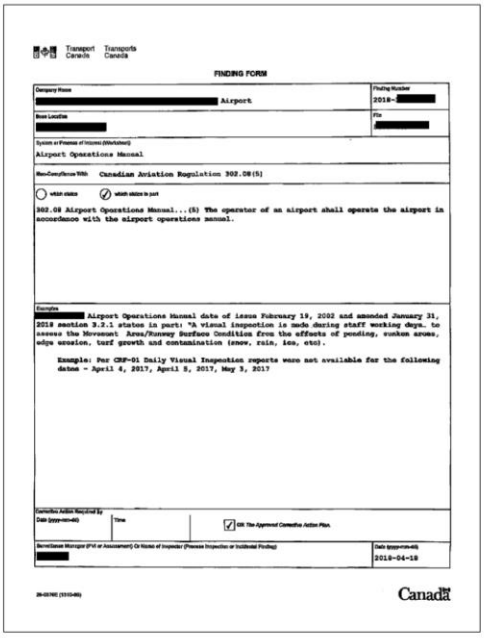
Please send your CAP and all supporting materials to the attention of the Inspector at the address enclosed. Please reference ATS No. 12345678 on your submission and note only one type of submission (mail or email is required).

Transport Canada will conduct a follow-up action to determine whether the implementation of the CAP measures have resulted in the necessary corrections to ensure ongoing compliance. Details concerning CAP requirements can be found in *Advisory Circular SUR-002 Root Cause Analysis and Corrective Action for TCCA Findings.*

Your cooperation during the surveillance activity was appreciated.

SIGNATURE
Technical Team Lead
Transport Canada

Finding Form pg 1



Transport Canada / Transports Canada

FINDING FORM

Company Name: [redacted] Airport	Finding Number: 2018-[redacted]
Base Location: [redacted]	File: [redacted]

System or Process of Interest (Worksheet): Airport Operations Manual

Non-Conformance With: Canadian Aviation Regulation 302.08(5)

○ which states ✓ which states in part

302.08 Airport Operations Manual...(5) The operator of an airport shall operate the airport in accordance with the airport operations manual.

Examples: [redacted] Airport Operations Manual date of issue February 19, 2002 and amended January 31, 2018 section 3.2.1 states in part: "A visual inspection is made during staff working days.. to assess the Movement Area/Runway Surface Condition from the effects of ponding, sunken areas, edge erosion, turf growth and contamination (snow, rain, ice, etc).

Example: Per CRP-01 Daily Visual Inspection reports were not available for the following dates - April 4, 2017, April 5, 2017, May 3, 2017

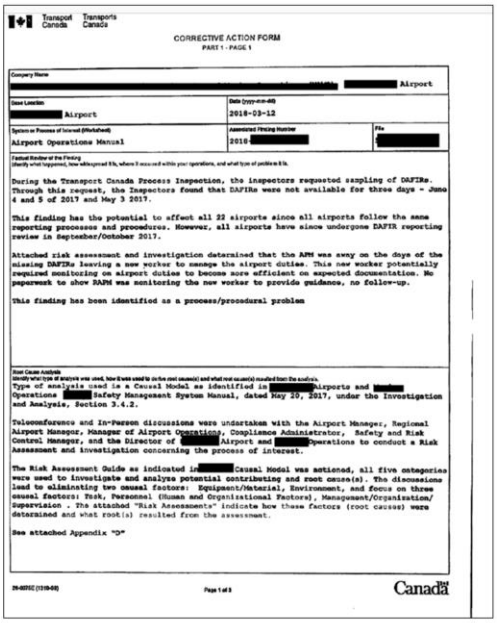
Corrective Action Required By: Date (yyyy-mm-dd): | Time: | ☑ OR The Approved Corrective Action Plan.

Surveillance Manager (FVI or Assessment) Or Name of Inspector (Process Inspection or Individual Finding): [redacted] | Date (yyyy-mm-dd): 2018-04-18

26-02765 (2010-06)

Canada

Corrective Action Form Pg 1



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CORRECTIVE ACTION FORM

PART 1 - PAGE 1

Company Name: [redacted] Airport

Base Location: [redacted] Airport

Date (yyyy-mm-dd): 2018-03-12

System or Process of Interest (Work Sheet): Airport Operations Manual

Associated Finding Number: 2018-[redacted]

File: [redacted]

Factual Review of the Finding
(Identify what happened, how widespread it is, where it occurred within your operations, and what type of problem it is.

During the Transport Canada Process Inspection, the inspectors requested sampling of DAFIRs. Through this request, the Inspectors found that DAFIRs were not available for three days - June 4 and 5 of 2017 and May 3 2017.

This finding has the potential to affect all 22 airports since all airports follow the same reporting processes and procedures. However, all airports have since undergone DAFIR reporting review in September/October 2017.

Attached risk assessment and investigation determined that the APM was away on the days of the missing DAFIRs leaving a new worker to manage the airport duties. This new worker potentially required monitoring on airport duties to become more efficient on expected documentation. No paperwork to show RAPM was monitoring the new worker to provide guidance, no follow-up.

This finding has been identified as a process/procedural problem

Root Cause Analysis
Identify what type of analysis was used, how it was used to define root cause(s) and what root cause(s) resulted from the analysis.

Type of analysis used is a Causal Model as identified in [redacted] Airports and [redacted] Operations [redacted] Safety Management System Manual, dated May 29, 2017, under the Investigation and Analysis, Section 3.4.2.

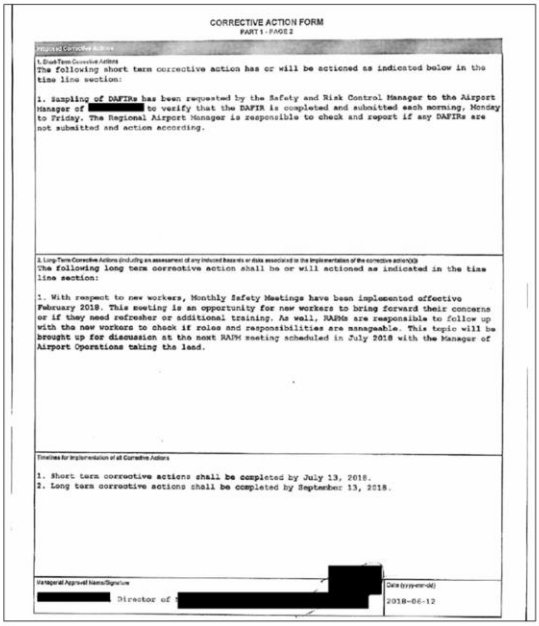
Teleconference and In-Person discussions were undertaken with the Airport Manager, Regional Airport Manager, Manager of Airport Operations, Compliance Administrator, Safety and Risk Control Manager, and the Director of [redacted] Airport and [redacted] Operations to conduct a Risk Assessment and investigation concerning the process of interest.

The Risk Assessment Guide as indicated in [redacted] Causal Model was actioned, all five categories were used to investigate and analyze potential contributing and root cause(s). The discussions lead to eliminating two causal factors: Equipment/Material, Environment, and focus on three causal factors: Risk, Personnel (Human and Organizational Factors), Management/Organization/ Supervision . The attached "Risk Assessments" indicate how these factors (root causes) were determined and what root(s) resulted from the assessment.

See attached Appendix "D"

26-0272C (2018-04) Page 1 of 3 Canada

Corrective Action Form Pg 2



CORRECTIVE ACTION FORM
PART 1 - PAGE 2

Proposed Corrective Actions

1. Short Term Corrective Actions
The following short term corrective action has or will be actioned as indicated below in the time line section:

1. Sampling of DAFIRs has been requested by the Safety and Risk Control Manager to the Airport Manager of [redacted] to verify that the DAFIR is completed and submitted each morning, Monday to Friday. The Regional Airport Manager is responsible to check and report if any DAFIRs are not submitted and action according.

2. Long-Term Corrective Actions (including an assessment of any induced hazards or risks associated to the implementation of the corrective action(s))
The following long term corrective action shall be or will actioned as indicated in the time line section:

1. With respect to new workers, Monthly Safety Meetings have been implemented effective February 2018. This meeting is an opportunity for new workers to bring forward their concerns or if they need refresher or additional training. As well, RAPMs are responsible to follow up with the new workers to check if roles and responsibilities are manageable. This topic will be brought up for discussion at the next RAPM meeting scheduled in July 2018 with the Manager of Airport Operations taking the lead.

Timelines for Implementation of all Corrective Actions

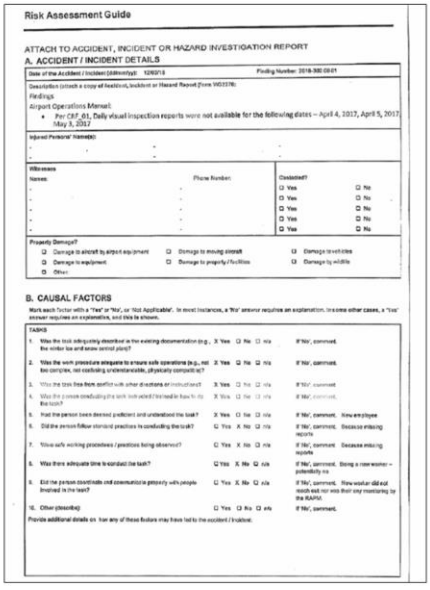
1. Short term corrective actions shall be completed by July 13, 2018.
2. Long term corrective actions shall be completed by September 13, 2018.

Management Approval Name/Signature

[redacted] Director of [redacted]

Date (yyyy-mm-dd)
2018-06-12

Risk Assessment Guide Pg 1



Risk Assessment Guide

ATTACH TO ACCIDENT, INCIDENT OR HAZARD INVESTIGATION REPORT

A. ACCIDENT / INCIDENT DETAILS

Date of the Accident / Incident (dd/mm/yy): 12/05/18 Finding Number: 2018-300 09-01

Description (attach a copy of Accident, Incident or Hazard Report (Form YK0378):

Findings

Airport Operations Manual:

- Per CAP_01, Daily visual inspection reports were not available for the following dates – April 4, 2017, April 5, 2017, May 3, 2017

Injured Persons' Name(s):

Witnesses

Names:	Phone Number:	Contacted?	
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No

Property Damage?

☐ Damage to aircraft by airport equipment ☐ Damage to moving aircraft ☐ Damage to vehicles
☐ Damage to equipment ☐ Damage to property / facilities ☐ Damage by wildlife
☐ Other:

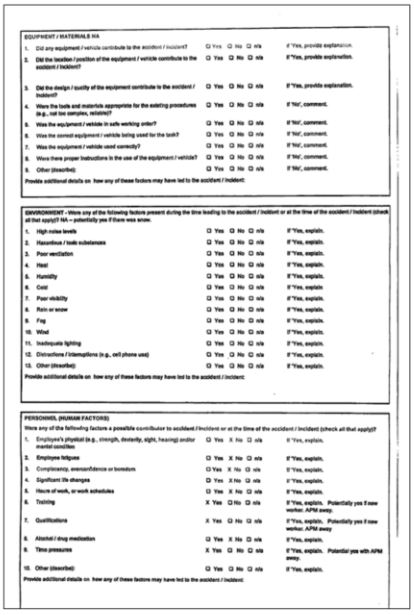
B. CAUSAL FACTORS

Mark each factor with a "Yes" or "No", or "Not Applicable". In most instances, a "No" answer requires an explanation. In some other cases, a "Yes" answer requires an explanation, and this is shown.

TASKS			
1. Was the task adequately described in the existing documentation (e.g., the winter ice and snow control plan)?	X Yes	☐ No	☐ n/a	If 'No', comment.
2. Was the work procedure adequate to ensure safe operations (e.g., not too complex, not confusing, understandable, physically compatible)?	X Yes	☐ No	☐ n/a	If 'No', comment.
3. Was the task free from conflict with other directions or instructions?	X Yes	☐ No	☐ n/a	If 'No', comment.
4. Was the person conducting the task instructed / trained in how to do the task?	X Yes	☐ No	☐ n/a	If 'No', comment.
5. Had the person been deemed proficient and understood the task?	X Yes	☐ No	☐ n/a	If 'No', comment. New employee
6. Did the person follow standard practices in conducting the task?	☐ Yes	X No	☐ n/a	If 'No', comment. Because missing reports
7. Were safe working procedures / practices being observed?	☐ Yes	X No	☐ n/a	If 'No', comment. Because missing reports
8. Was there adequate time to conduct the task?	☐ Yes	X No	☐ n/a	If 'No', comment. Being a new worker – potentially so
9. Did the person coordinate and communicate properly with people involved in the task?	☐ Yes	X No	☐ n/a	If 'No', comment. How worker did not reach exit nor was their any monitoring by the RAPM
10. Other (describe)	☐ Yes	☐ No	☐ n/a	If 'No', comment.

Provide additional details on how any of these factors may have led to the accident / incident.

Risk Assessment Guide Pg 2



EQUIPMENT / MATERIALS NA

1.	Did any equipment / vehicle contribute to the accident / incident?	☐ Yes ☐ No ☐ n/a	If Yes, provide explanation.
2.	Did the location / position of the equipment / vehicle contribute to the accident / incident?	☐ Yes ☐ No ☐ n/a	If Yes, provide explanation.
3.	Did the design / quality of the equipment contribute to the accident / incident?	☐ Yes ☐ No ☐ n/a	If Yes, provide explanation.
4.	Were the tools and materials appropriate for the existing procedures (e.g., nail too samples, retainer)?	☐ Yes ☐ No ☐ n/a	If 'No', comment.
5.	Was the equipment / vehicle in safe working order?	☐ Yes ☐ No ☐ n/a	If 'No', comment.
6.	Was the correct equipment / vehicle being used for the task?	☐ Yes ☐ No ☐ n/a	If 'No', comment.
7.	Was the equipment / vehicle used correctly?	☐ Yes ☐ No ☐ n/a	If 'No', comment.
8.	Were there proper instructions in the use of the equipment / vehicle?	☐ Yes ☐ No ☐ n/a	If 'No', comment.
9.	Other (describe):	☐ Yes ☐ No ☐ n/a	If 'No', comment.

Provide additional details on how any of these factors may have led to the accident / incident:

ENVIRONMENT - Were any of the following factors present during the time leading to the accident / incident or at the time of the accident / incident (check all that apply)? NA – potentially yes if there was snow.

1.	High noise levels	☐ Yes ☐ No ☐ n/a	If Yes, explain.
2.	Hazardous / toxic substances	☐ Yes ☐ No ☐ n/a	If Yes, explain.
3.	Poor ventilation	☐ Yes ☐ No ☐ n/a	If Yes, explain.
4.	Heat	☐ Yes ☐ No ☐ n/a	If Yes, explain.
5.	Humidity	☐ Yes ☐ No ☐ n/a	If Yes, explain.
6.	Cold	☐ Yes ☐ No ☐ n/a	If Yes, explain
7.	Poor visibility	☐ Yes ☐ No ☐ n/a	If Yes, explain.
8.	Rain or snow	☐ Yes ☐ No ☐ n/a	If Yes, explain.
9.	Fog	☐ Yes ☐ No ☐ n/a	If Yes, explain.
10.	Wind	☐ Yes ☐ No ☐ n/a	If Yes, explain.
11.	Inadequate lighting	☐ Yes ☐ No ☐ n/a	If Yes, explain.
12.	Distractions / interruptions (e.g., cell phone use)	☐ Yes ☐ No ☐ n/a	If Yes, explain.
13.	Other (describe):	☐ Yes ☐ No ☐ n/a	If Yes, explain.

Provide additional details on how any of these factors may have led to the accident / incident:

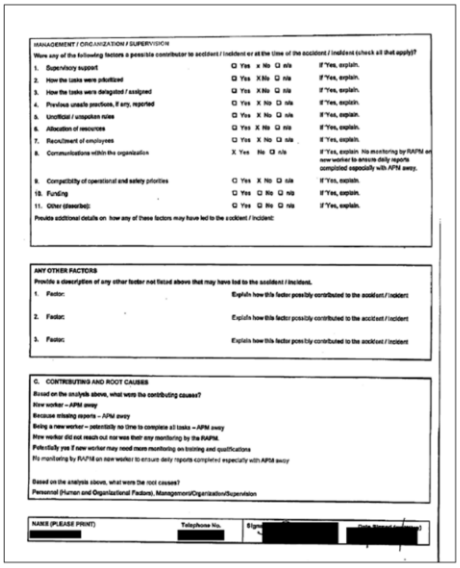
PERSONNEL (HUMAN FACTORS)

Were any of the following factors a possible contributor to accident / incident or at the time of the accident / incident (check all that apply)?

1.	Employee's physical (e.g., strength, dexterity, sight, hearing) and/or mental condition	☐ Yes X No ☐ n/a	If Yes, explain.
2.	Employee fatigues	☐ Yes X No ☐ n/a	If Yes, explain.
3.	Complacency, overconfidence or boredom	☐ Yes X No ☐ n/a	If Yes, explain.
4.	Significant life changes	☐ Yes X No ☐ n/a	If Yes, explain.
5.	Hours of work, or work schedules	☐ Yes X No ☐ n/a	If Yes, explain.
6.	Training	X Yes ☐ No ☐ n/a	If Yes, explain. Potentially yes if new worker. APM away.
7.	Qualifications	X Yes ☐ No ☐ n/a	If Yes, explain. Potentially yes if new worker. APM away
8.	Alcohol / drug medication	☐ Yes X No ☐ n/a	If Yes, explain.
9.	Time pressures	X Yes ☐ No ☐ n/a	If Yes, explain. Potential yes with APM away.
10.	Other (describe):	☐ Yes ☐ No ☐ n/a	If Yes, explain.

Provide additional details on how any of these factors may have led to the accident / incident:

Risk Assessment Guide Pg 3



MANAGEMENT / ORGANIZATION / SUPERVISION

Were any of the following factors a possible contributor to accident / incident or at the time of the accident / incident (check all that apply)?

1. Supervisory support	☐ Yes x No ☐ n/a	If "Yes, explain.
2. How the tasks were prioritized	☐ Yes X No ☐ n/a	If "Yes, explain.
3. How the tasks were delegated / assigned	☐ Yes X No ☐ n/a	If "Yes, explain.
4. Previous unsafe practices, if any, reported	☐ Yes X No ☐ n/a	If "Yes, explain.
5. Unofficial / unspoken rules	☐ Yes X No ☐ n/a	If "Yes, explain.
6. Allocation of resources	☐ Yes X No ☐ n/a	If "Yes, explain.
7. Recruitment of employees	☐ Yes X No ☐ n/a	If "Yes, explain.
8. Communications within the organization	X Yes No ☐ n/a	If "Yes, explain No monitoring by RAPM on new worker to ensure daily reports completed especially with APM away.
9. Compatibility of operational and safety priorities	☐ Yes X No ☐ n/a	If "Yes, explain.
10. Funding	☐ Yes ☐ No ☐ n/a	If "Yes, explain.
11. Other (describe):	☐ Yes ☐ No ☐ n/a	If "Yes, explain.

Provide additional details on how any of these factors may have led to the accident / incident:

ANY OTHER FACTORS

Provide a description of any other factor not listed above that may have led to the accident / incident.

1. Factor:	Explain how this factor possibly contributed to the accident / incident
2. Factor:	Explain how this factor possibly contributed to the accident / incident
3. Factor:	Explain how this factor possibly contributed to the accident / incident

C. CONTRIBUTING AND ROOT CAUSES

Based on the analysis above, what were the contributing causes?

New worker – APM away

Because missing reports – APM away

Being a new worker – potentially no time to complete all tasks – APM away

New worker did not reach out nor was their any monitoring by the RAPM.

Potentially yes if new worker may need more monitoring on training and qualifications

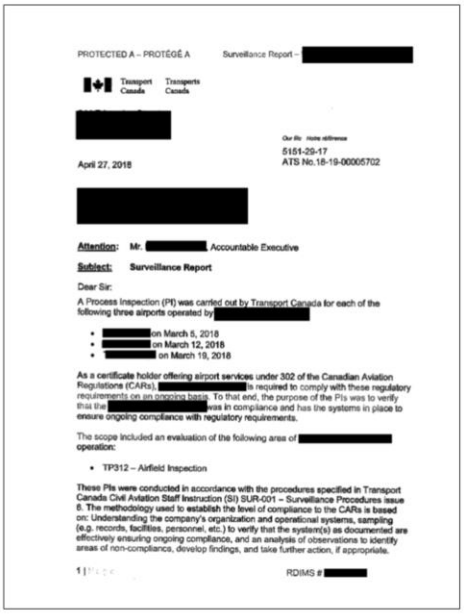
No monitoring by RAPM on new worker to ensure daily reports completed especially with APM away

Based on the analysis above, what were the root causes?

Personnel (Human and Organizational Factors), Management/Organization/Supervision

NAME (PLEASE PRINT) [redacted] Telephone No. [redacted] Signature [redacted] Date Signed [redacted]

Original Documents



PROTECTED A – PROTÉGÉ A Surveillance Report – [redacted]

Transport Canada / Transports Canada

[redacted]

Our file / Notre référence
5151-29-17
ATS No.18-19-00005702

April 27, 2018

[redacted]

Attention: Mr. [redacted], Accountable Executive

Subject: **Surveillance Report**

Dear Sir:

A Process Inspection (PI) was carried out by Transport Canada for each of the following three airports operated by [redacted]

- [redacted] on March 5, 2018
- [redacted] on March 12, 2018
- [redacted] on March 19, 2018

As a certificate holder offering airport services under 302 of the Canadian Aviation Regulations (CARs), [redacted] is required to comply with these regulatory requirements on an ongoing basis. To that end, the purpose of the PIs was to verify that the [redacted] was in compliance and has the systems in place to ensure ongoing compliance with regulatory requirements.

The scope included an evaluation of the following area of [redacted] operation:

- TP312 – Airfield Inspection

These PIs were conducted in accordance with the procedures specified in Transport Canada Civil Aviation Staff Instruction (SI) SUR-001 – Surveillance Procedures Issue 6. The methodology used to establish the level of compliance to the CARs is based on: Understanding the company's organization and operational systems, sampling (e.g. records, facilities, personnel, etc.) to verify that the system(s) as documented are effectively ensuring ongoing compliance, and an analysis of observations to identify areas of non-compliance, develop findings, and take further action, if appropriate.

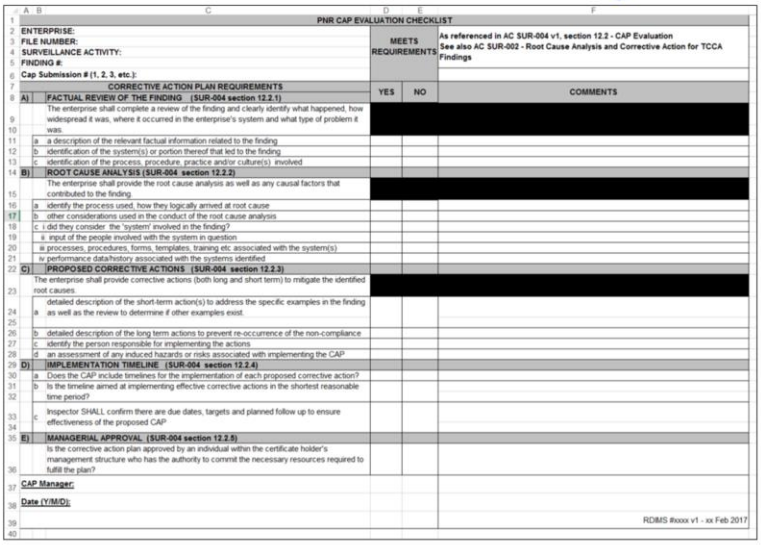
1 | Page RDIMS # [redacted]

CLICK ON DOCUMENT TO OPEN

CAP EVALUATION EXERCISE

- Explain the finding
- Review what the enterprise submitted for CAP
- Review of CAP Evaluation Check Sheet
- Group completion of CAP Evaluation Check Sheet

CAP EVALUATION CHECKLIST - Image



		PNR CAP EVALUATION CHECKLIST			
ENTERPRISE:			MEETS REQUIREMENTS		As referenced in AC SUR-004 v1, section 12.2 - CAP Evaluation See also AC SUR-002 - Root Cause Analysis and Corrective Action for TCCA Findings
FILE NUMBER:					
SURVEILLANCE ACTIVITY:					
FINDING #:					
Cap Submission # (1, 2, 3, etc.):					
		CORRECTIVE ACTION PLAN REQUIREMENTS	YES	NO	COMMENTS
A)		FACTUAL REVIEW OF THE FINDING (SUR-004 section 12.2.1)			
		The enterprise shall complete a review of the finding and clearly identify what happened, how widespread it was, where it occurred in the enterprise's system and what type of problem it was.			
	a	a description of the relevant factual information related to the finding			
	b	identification of the system(s) or portion thereof that led to the finding			
	c	identification of the process, procedure, practice and/or culture(s) involved			
B)		ROOT CAUSE ANALYSIS (SUR-004 section 12.2.2)			
		The enterprise shall provide the root cause analysis as well as any causal factors that contributed to the finding.			
	a	identify the process used, how they logically arrived at root cause			
	b	other considerations used in the conduct of the root cause analysis			
	c	i did they consider the "system" involved in the finding?			
		ii input of the people involved with the system in question			
		iii processes, procedures, forms, templates, training etc associated with the system(s)			
		iv performance data/history associated with the systems identified			
C)		PROPOSED CORRECTIVE ACTIONS (SUR-004 section 12.2.3)			
		The enterprise shall provide corrective actions (both long and short term) to mitigate the identified root causes.			
	a	detailed description of the short-term action(s) to address the specific examples in the finding as well as the review to determine if other examples exist.			
	b	detailed description of the long term actions to prevent re-occurrence of the non-compliance			
	c	identify the person responsible for implementing the actions			
	d	an assessment of any induced hazards or risks associated with implementing the CAP			
D)		IMPLEMENTATION TIMELINE (SUR-004 section 12.2.4)			
	a	Does the CAP include timelines for the implementation of each proposed corrective action?			
	b	Is the timeline aimed at implementing effective corrective actions in the shortest reasonable time period?			
	c	Inspector SHALL confirm there are due dates, targets and planned follow up to ensure effectiveness of the proposed CAP			
E)		MANAGERIAL APPROVAL (SUR-004 section 12.2.5)			
		Is the corrective action plan approved by an individual within the certificate holder's management structure who has the authority to commit the necessary resources required to fulfill the plan?			
CAP Manager:					
Date (Y/M/D):					
					RDIMS #xxxx v1 - xx Feb 2017

CAP EVALUATION CHECKLIST – Excel File

PNR CAP EVALUATION CHECKLIST					
ENTERPRISE: FILE NUMBER: SURVEILLANCE ACTIVITY: FINDING #: Cap Submission # (1, 2, 3, etc.):			MEETS REQUIREMENTS		As referenced in AC SUR-004 v1, section 12. See also AC SUR-002 - Root Cause Analysis Findings
		CORRECTIVE ACTION PLAN REQUIREMENTS	YES	NO	COMMEN
A)		FACTUAL REVIEW OF THE FINDING (SUR-004 section 12.2.1)			
		The enterprise shall complete a review of the finding and clearly identify what happened, how widespread it was, where it occurred in the enterprise's system and what type of problem it was.			
	a	a description of the relevant factual information related to the finding			
	b	identification of the system(s) or portion thereof that led to the finding			
	c	identification of the process, procedure, practice and/or culture(s) involved			
B)		ROOT CAUSE ANALYSIS (SUR-004 section 12.2.2)			
		The enterprise shall provide the root cause analysis as well as any causal factors that contributed to the finding.			
	a	identify the process used, how they logically arrived at root cause			
	b	other considerations used in the conduct of the root cause analysis			
	c	i did they consider the 'system' involved in the finding?			
		ii. input of the people involved with the system in question			
		iii. processes, procedures, forms, templates, training etc associated with the system(s)			
		iv. performance data/history associated with the systems identified			
C)		PROPOSED CORRECTIVE ACTIONS (SUR-004 section 12.2.3)			
		The enterprise shall provide corrective actions (both long and short term) to mitigate the identified root causes.			
	a	detailed description of the short-term action(s) to address the specific examples in the finding as well as the review to determine if other examples exist.			
	b	detailed description of the long term actions to prevent re-occurrence of the non-compliance			
	c	identify the person responsible for implementing the actions			
	d	an assessment of any induced hazards or risks associated with implementing the CAP			
D)		IMPLEMENTATION TIMELINE (SUR-004 section 12.2.4)			
	a	Does the CAP include timelines for the implementation of each proposed corrective action?			
	b	Is the timeline aimed at implementing effective corrective actions in the shortest reasonable time period?			
	c	Inspector SHALL confirm there are due dates, targets and planned follow up to ensure effectiveness of the proposed CAP			

[redacted] Airport Runway 34 Lighting
As assessed by Aerodrome Standards [redacted]

The configuration at [redacted] by having Taxiway "D" feed into the runway from behind the threshold via the paved runway strip end (Elect pad?) of runway 34 is a very unique scenario that is not repeated anywhere in Canada to our knowledge. This configuration is so unique that none of our Canadian aerodrome standards, or ICAO Volume I, addresses the specific needs with respect to visual aids requirements. Our concern is heightened by the fact that there is a significant drop in ground elevation immediately after the pavement and ending at a public road.
In consideration of the above, we have reviewed the submission and make the following recommendations;

1) The submission mentions that the threshold/end lights will consist of 3 inset and 1 elevated light in each group. This would satisfy the standard requirement for threshold/end lights and therefore the wing bars are not required. That being said, the environmental conditions at [redacted] may be such that the elevated wingbar lights provide significant operational benefit, especially during winter conditions when the inset lights could be occluded with packed snow. If the airport operator seeks the retention of wingbar lights, AARTA would support a request for a standard configuration of wingbar lights until the full SSALR threshold lights are installed. Also, in considering the overall environmental situation we recommend that the wingbars include 5 runway end lights in each group.

2) The end of the paved area prior to the threshold of runway 34 is to be provided with 8 unidirectional red lights (runway end type) evenly spaced across the end.

3) The light # R33 located on the lower edge of the plan midway between the threshold and pavement end is to be a red unidirectional light facing down the runway.

4) The light # TD3 located at the top right where the taxiway joint the paved runway strip end is to be provided with double blues.

5) The double blues # TD1 and # TD2 located at the top left near the threshold are not required in accordance with 5.9.17.6 since this area is prior to the runway. Their proximity to the threshold greens will render the double blues operationally useless since the 2 candela blues will be washed out by the 10 000 candela greens.

6) The paved portion prior to the threshold of runway 34 is not to be considered as part of the LDA, TORA and ASDA declared distances for runway 16 due to the absence of a graded runway strip end beyond the pavement end.

With respect to the mechanism to document these requirements, we are of the opinion that these can be captured as a certificate condition to be listed on page 2 of the airport certificate as outlined in SI 302-009. It is to be noted that this SI is currently under review and should be updated on the website before calendar year end.

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CLICK ON DOCUMENT TO OPEN

End of Module Confirmation

- Group questions
- Further discussion & reflection