

**Eugene F. Correia International Airport  
Runway Safety Team Meeting  
August 8, 2024**

Present were: -

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|---------------------------|--|
| • Mr. Wayne Farley        | Safety and Compliance Manager, OAI           |
| • Mr. Philip Lynch        | Airport Manager, OAI                         |
| • Mr. Karran Bissessar    | Maintenance/ Project Manager, OAI            |
| • Mr. Aubrey Knights      | Chief Security Officer, OAI                  |
| • Mr. Stephen Sue- Chung  | Terminal Operations Manager, OAI             |
| • Mr. Uditt Stoll         | Environmental Officer, OAI                   |
| • Mr. Christopher Byrne   | Safety Technician, OHGI                      |
| • Mr. Shemroy Dean        | Deputy General Manager, JAGS                 |
| • Mr. Shukracharia Shalim | Quality & Safety Manager, CAMS               |
| • Mr. Rovindra Persaud    | Occupational Safety and Health Officer, CAMS |
| • Ms. Karen Liverpool     | ANS Inspector, GCAA                          |
| • Ms. Gillian Scott       | Airport Manager (ag), CAL                    |
| • Mr. Ronald Kissoon      | Unit Chief- OGLE (ag), GCAA                  |
| • Mr. Robert Williams     | Aviation, Advisor, EMGL                      |
| • Mr. Vijay Shivkarran    | Deputy Aviation Coordinator, EMGL            |

Absentee:-

- RAI
- AWHWAES
- WINGS
- XEN/Hopkinson Mining
- ASL

**The meeting was called to order at 14:10 hrs.**

Mr. Farley welcomed all to the meeting and pointed out the emergency exits and washroom facilities.

**Introduction**

Mr. Farley reminded everyone that the meeting is for us to work together to mitigate potential hazards in and around the airport. OAI management do not know it all, so everyone should feel free to share any hazard they may have observed.

## **Adaption of Minutes**

Mr. Uditt Stoll highlighted that the Airport Duty Office's telephone number was incorrect. The correct number is 222-0390.

Karran moved the motion that the minutes were true and correct.

Mr. Knights seconded the motion

## **Airport Manager**

Mr. Lynch expressed disappointment with the current turnout compared to the last meeting, hoping it does not become a trend. The runway safety team is essential to the airport's operation, especially to the operators. With a safe runway, they will have safe operations, and it is OAI's responsibility to keep the runway in a state that is safe for all operators.

He further reminded everyone that we are now currently implementing our safety management system, a crucial step in ensuring the safety of our operations, headed by Mr. Wayne Farley. The reporting system is non-punitive, so there will be no reason to be afraid; the reports will be done online and anonymously. He also noted that OAI will not know everything even though runway inspections are done frequently; the operators, however, are the ones using the runway; thus, they will be aware of the defects the runways may have or any aspect generally that can affect their operation; this must be reported to OAI because their job is to get it fixed. He reminded everyone that safety is the priority of any airport operation.

Additionally, he encouraged everyone to keep the meeting going because it is not only for the runway but for everyone who uses the airport. He stressed that if you notice any hazardous condition of any nature, you are responsible for reporting it. He closed by thanking all for being at the meeting and for their commitment to the safety of our operations.

Mr. Farley informed all that the website [oglesafety.com](http://oglesafety.com) is currently active. Anyone can access the website, and a submit button will take them to a form where they can lodge their report anonymously. He stressed that receiving the report is most important to mitigate future occurrences.

## **GCAA's Representative Statement**

Mrs. Liverpool stated that she was present as an observer and not an active participant. She highlighted that everyone's presence at the meeting shows that they understand the importance of the runway safety teams. She also commended OAI for the resuscitation and looked forward to the continued support.

## **Update on Projects**

Mr. Bissessar informed everyone that Ogle Airport Inc. has received its approved development plan from the Government of Guyana. He said that the development is slated to be executed within a ten-year period. However, within the first three years, the following projects will be ongoing: -

- The International Apron is extended to accommodate more traffic; the extension added 180 x 170 feet to the existing Apron, which can accommodate 4 ATRs. The concrete work is

completed, and the remaining works are marking and signage, which will await GCAA's approval. This should be completed by mid-September 2024.

- The Cargo/ Warehouse Facility will be constructed where the old fire station was located. Works have commenced and should be completed by January 2024. The building is expected to house seven (7) independent bonds measuring 20 x 40 x14. Upon completion, the Containers belonging to FedEx, DHL, and customs will be relocated.
- The International Terminal Building is expected to be doubled in size to expand the Arrival, Departure, and security processing areas, house more offices, and provide additional duty-free shops and restaurants for both the arrival and departure areas. This project is expected to start in February 2025 and end in December 2025.
- The International Car Park Facility will be constructed where the old TGA parking lot was located. The area will be concreted, and a covered walkway to the terminal building will be built.

Mr. Bissessar reminded everyone that a complete safety assessment will be conducted before all the above projects are completed, especially for all airside projects.

### **Hazards**

Mr. Farley highlighted that a bullet was found on the roadway in front of the terminal building. He is unsure of the attraction here at our Aerodrome because this is the third finding of such nature within a short period.

Mr. Byrne questioned the large piles of mud along the roadways

Mr. Bissessar responded that the mud is currently used for landfill; he further explained that the canal in question was used for Guysuco's irrigation operation, not for drainage. With Guysuco no longer operating there, the water was stagnant and bred mosquitoes.

Mr. Farley notified everyone that the website had received three (3) reports from Trans Guyana Airways. Those reports were:

- Distorted communication between the Control Tower personnel and persons using the 1219 ground frequency at specific points on the airside.

Mr. Kissoon said that some causes of distorted communication are a Lack of knowledge of how to operate the radio and the basic airside rules and heavy wind.

- There is no designated area to start up the aircraft and do their routine “run-ups” when necessary. The area currently used is taxiway Bravo; they are being forced to stop because of Caribbean Airlines Arrivals/departures or complaints of them disturbing other operators, namely JAGS Aviation.

Mr. Lynch then voiced his frustration regarding TGA’s aircraft being powered up with the tail end facing the side of the International Terminal. In that process, the aircraft excretes kerosene fumes and causes debris and dust to fly around, affecting those traversing that area, especially the security staff posted at terminal Gate 1. He said he had reported this to the authorities at TGA, and this situation still continues.

TGA Safety suggested that OAI construct an area behind the existing fire service to accommodate the aircraft engine runups. Baffles, mimicking Miami's and other international airports, were suggested to deflect the noise and prop wash.

Mr. Lynch and Mr. Bissesser promised to look into creating a space to accommodate a place for engine runups.

Mr. Shalim highlighted that the sand at the construction site next to Taxiway ALPHA is piled up. There is no signage to notify pilots or drivers to proceed cautiously when approaching that area.

Mr. Shivkarran observed someone riding a bicycle from Light Aircraft ramp to the Fire Service while the OHI Helicopter was taxiing onto taxiway FOXTROT.

Mr. Farley asked Mr. Shivkarran to put the report on the website so that it could be investigated as soon as possible.

Mr. Farley asked if someone needed permission from the Control Tower to maneuver on the taxiway CHARLIE. Mr. Kissoon responded yes.

However, Mr. Lynch then refuted that statement, saying that the Control Tower does not control Taxiway Charlie as they are not willing to take that responsibility.

Kissoon said the Control Tower had recused itself from that area because of similar issues that Mr. OHI had reported. Also, engineers and other operating staff are seen walking without permission in those areas. He further said that for years, we have had issues with people traversing that area without ATC permission.

Mr. Farley asked if complete visibility for taxiway CHARLIE from the Control Tower.

Mr. Kissoon responded that the line of sight starts from the Guysuco hanger downwards, and a CCTV camera covers the blind spots.

With that being established, Mr. Lynch suggested that the Control Tower take complete control of that area. Also, to enforce this, ATC should send out a NOTAM or an AIC informing all the operators that they must receive permission from the control tower to maneuver on taxiway CHARLIE.

Mr. Kissoon also noted that, given that ATC staff are looking for planes on the most frequently used taxiways and communicating with pilots, it might be unfair for a controller to take binoculars to look down taxiway Charlie to confirm what or who the movement is. Thus, if ATC takes control of taxiway CHARLIE, severe interventions will be needed.

Mr. Shivkarran added that it comes back to the operators who have access to the airside to ensure that their staff are trained and aware of the rules governing the airside.

Mr. Byrne asked if OAI has systems to ensure each operator has a waste management plan and follows the policies. The disposal of hazardous fluids/waste was discussed in the last meeting; thus, he questioned whether there is a plan to store, label, and dispose of dangerous waste.

Mr. Lynch explained that it is under the Environmental Protection Agency's jurisdiction, and they recently visited the Aerodrome for that inspection.

Mr. Stoll said the EPA recommends having a container with a cover to store oil and grease. Cevons Waste Management was last authorized to provide Hazardous waste disposal service. Uncontaminated waste oil is sometimes used in chain saw operations, and tiger tanks sometimes dispose of it. Also, the Airport's Environmental Impact Assessment (EIA) will be approved soon. For the areas that deal with hazardous waste, we will circulate the information to all the operators, informing them of the guidelines the airport has to follow. Hopefully, the operators will tailor their operations to suit the EIA.

Last Tuesday, there was an inspection for operators with a permit. The inspection was well done, with few snags; thus, all the operators should be able to pass.

Mr. Byrne questioned the status of the birds and mentioned that he spotted two dogs on the airside close to the Fire Service.

Mr. Stoll mentioned that the birds are under control, and they will inspect the fence line to see where the dogs are gaining access.

Mr. Byrne commended the OAI for the speed limit posters and the presence of traffic wardens along the roadways. However, more physical barriers, such as speed bumps, can be considered, especially in OHI's vicinity hanger.

Mr. Bissessar said that Exxon highlighted that having speed bumps on the roadways impacts their emergency response time.

Mr. Stoll suggested that we engage Exxon to caution their contractors about the careless manner in which they use the runway.

Mr. Farley asked if there was any wildlife sightings.

Mr. Kissoon responded no.

### **Other Matters**

Mr. Farley mentioned the impending closure of the Airport access road between Rupert Craig Highway and the railway line.

Mr. Lynch notified everyone about the full-scale Mass Casualty exercise in November 2024. Thus, leading up to that, OAI will conduct training in first responders and radiotelephony. OAI is one of the busiest airports, so we must be prepared to respond to any accident or incident. The exercise is a requirement by ICAO and should be done every two years. Mr. Lynch encouraged all to participate and commit resources to the exercise.

### **Next Meeting Date**

The date of the next meeting will be published later.

The meeting ended at 15:03 hrs.