

Eugene F. Correia International Airport
Runway Safety Team Meeting
January 15, 2026

Present were: -

• Mr. Wayne Farley	Safety and Compliance Manager, OAI
• Mr. Philip Lynch	Airport Manager, OAI
• Mr. Karran Bissessar	Maintenance/ Project Manager, OAI
• Mr. Rawle Ally	Workshop Manager, AWHWAES
• Mr. Kevin Langevine	Director of Safety, GDF Air Corps
• Mr. Shukracharia Shalim	Quality & Safety Manager, CAMS
• Mr. Kelvin Walker	Quality & Safety Supervisor, CAMS
• Mr. Ravendra Persaud	Snr. OHSE, CAMS
• Ms. Allison Ferguson-Bacchus	Snr. OHSE, CAMS
• Mr. David Low	ANS Inspector, GCAA
• Mr. Jeffrey Braitwaite	AGA Chief Inspector, GCAA
• Mr. Ronald Kissoon	Unit Chief- OGLE, GCAA
• Mr. Courtney Frank	ANS Safety Coordinator, GCAA
• Ms. Gillian Scott	Airport Manager, CAL
• Mr. Ramdayal Ramjit	Safety Manager, TGA
• Ms. Abigale Wills	Statistician, RAI
• Mr. Learie Barclay	Director Operations, RAI
• Mr. Sachin Sharma	Quality Manager, ASL
• Mr. Dwayne Meredith	Station Officer, ARFF
• Ms. Odessa Moore	Jr. Commercial Supervisor, OAI
• Ms. Brianna Khan	Commercial Ops. Officer, OAI

Absentee:-

- WINGS Aviation
- OMNI Helicopters
- Jags Aviation
- Mr. Rex Hamza (Hopkinson Mining/Xen Aviation) – apologized for his absence

The meeting was called to order at 14:06 hrs.

Mr. Farley welcomed all to the meeting and wished all a happy and prosperous new year. The purpose of the Runway Safety Team meetings were reiterated and Mr. Farley reminded

everyone of their obligation to report hazards that they observe. All airport employees are the eyes and ears of the airport, so that safety can be maintained.

Remarks from GCAA Representative

GCAA's representative, David Low spoke of the importance of the RST meeting as it forms part of the safety oversight for GCAA when it comes to the ANS and AGA inspectorate. He stated that he recently conducted an inspection of the Ogle control tower and has three concerns that he will raise subsequently when the appropriate item on the agenda is reached.

Update on Airport Projects

Mr. Bissessar reported on projects since the last meeting in June, then discussed the ongoing and upcoming works at the airport. These include: -

- New runway lights (installed),
- Baggage scanner for new cargo facility to be installed shortly,
- Cleaning and beautifying of the terminal building embarked upon,
- Enclosure of Arrival Area to make it air conditioned. An incoming Dutyfree Shop will be added,
- Area designated for aircraft engine runs. 75'x75'
- Corporate jet apron to be build. Preliminary works have commenced,
- Perimeter Fence Replacement (works will conclude in May 2026),
- RESA to be prepared with crush and run. (works will conclude in March 2026),
- Security hut being installed at the entrance to the airport. Police outpost will be added nearby.
- Work continues on the concrete drains around the aerodrome.

Hazards

FOD

It was reported that FOD continues to be a problem at the airport. TransGuyana Airways has suffered damage to aircraft engines. Mr. Ramjit was invited to speak on the matter since TGA was not present at previous meetings to discuss same.

Mr. Ramjit said that a Beech 1900 engine was damaged although they have no definitive evidence that it happened at Ogle airport. Despite that, the company has increased the FOD walks, sweeping and blowing of their apron. The grass adjacent to their apron is continually being trimmed. He suggested that the grass along Taxiway B be trimmed and lined so that it does not grow over the taxiway edge.

Increased FOD walks were planned to combat the problem. There was no representative from TGA to speak on the matter.

Mr. Ramjit suggested that we look at FOD bins that allow for separate types of matter to be placed in them.

Walking on Taxiway C

The issue about airport employees walking along Taxiway C without authorization was totally ventilated. Efforts to bring this situation under control will begin with each operator sensitizing their staff to refrain from walking there. The control tower will record all observed infractions and report same to OAI. Training and coaching to be used to strengthen awareness of the use of Taxiway C.

Along the same lines, during an inspection, Mr. Low observed Customs and Immigration personnel walking across Taxiway A to an itinerant aircraft that had just arrived and parked on the new extended international apron.

Ms. Scott urged that a solution be arrived at as this situation can impact Caribbean Airlines' safety audit.

Cameras for blind spots

Mr. Low reported that during an inspection, he observed that there were the absence of feeds for cameras covering blind spots on Taxiway C.

Mr. Lynch explained that the issue was partially solved as it was observed that cable connected to the monitor was disconnected by the Control Tower staff.

The camera in the vicinity of Roraima Airways hangar is serviceable, however the one at ASL's helipad is not working.

Readback of clearances

Mr. Low reported that he observed personnel operating vehicles on the airside are not reading back their clearances. Additional training and coaching were recommended for vehicle operators on the airside.

Temporary closure of Taxiway A

Mr. Barclay objected to the temporary closure of Taxiway A when the ATR 72 is parked on the new apron. He cited the increased operational cost his company has to incur when they have to use Taxiways F and C, instead of Taxiway A. The reason for the closure was explained by Mr. Lynch which is to facilitate safe movement of passengers embarking and disembarking the aircraft. The event is not a daily occurrence and the duration is usually an hour or less.

Stairs parked on apron protruding safety area

Mr. Barclay reported the presence of stairs parked on the apron protruding the safety area. This too was observed by Mr. Farley and photographed to preserve the evidence. Mr. Ramjit took the responsibility to deal with the matter as they were likely left there by CAMS staff.

Compass swing

Mr. Ramjit cautioned that the compass swing should be constructed without reinforced steel as that may affect the accuracy of the compass. Mr. Barclay suggest the use of carbon fiber instead of steel to reinforce the concrete.

Taxiway B extension

Mr. Kissoon inquired about plans to extend Taxiway B, all the way to the threshold of RWY 07. He cited the constraints of using the current taxiways, and the delays which ensue when there are multiple aircraft awaiting departure.

Mr. Farley suggest that the Control Tower start recording information of delays in order to quantity the extra fuel consumption and by extension, the cost to operators. Mr. Farley cautioned that infrastructural development should be driven by data, and this is needed for top-management to make decisions.

Hangar Road

Mr. Shalim reported on the deterioration of the Hangar road, citing the potholes and accumulation of water after it rains. It was also noted that the roadway was not designed for pedestrians. OAI has taken note of the report.

Next Meeting Date

The date of the next meeting was set for 16th April, 2026.

The meeting ended at 15:25 hrs.