

**Eugene F. Correia International Airport
Runway Safety Team Meeting
May 2nd, 2024**

Present were:-

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. Raymond Khan	Safety, OHGI
Mr. Paulo Machado	Safety Manager, OHGI
Mr. Gerald Gouveia	Director Roraima
Mr. Rabindra Ramotar	Safety Manager, AWHWAES
Mr. Shemroy Dean	Deputy General Manager, JAGS
Mr. Kelvin Walker	Quality & Safety Supervisor, CAMS
Mr. Paul R. Reece	Chairman, WINGS
Mr. Rex Hamza	Safety & Quality Manager, XEN
Mr. Adrian Bassier	Chief Inspector ANS/AGA, GCAA
Mr. Ghanhim Khan	Accountable Manager, ASL
Mr. Romeo O'Brian	Aircraft Engineer, CAL
Mr. Mark Appiah	Unit Chief- OGLE, GCAA

The meeting was called to order by Mr. Wayne Farley at 14:13 hrs.

Opening Remarks

Mr. Farley opened the floor with brief remarks saying that the last Runway Safety Meeting was held five (5) years ago and is a requirement by ICAO.

Housekeeping

Mr. Gouveia pointed out the washroom area, the emergency exit, the location of the fire extinguishers, and the availability of refreshments.

Mr. Gouveia informed all OHGI and ROR are happy to sponsor the meeting.

Airport Manager's Statement

Mr. Lynch thanked all for taking time out from their busy schedule to be present at the meeting, he remarked that this is the resuscitation of the Runway Safety Team. He read 'The primary role of the Runway Safety Team is to advise relevant operations and service providers, management, and operational staff on prevailing local conditions of the runway, taxiways, and adjacent areas, other issues of concerns and develop mitigation measures and identify solutions.'

He further stated that it's only fair that those using the runway should know the status of the runway. The runway safety meetings came to a halt because of the absence of two safety and compliance managers who are no longer with us. Thereafter, it was a challenge to find a suitable replacement. Subsequently, Mr. Wayne Farley came on board. He explained that Mr. Farley was an Air Traffic Controller with the Guyana Civil Aviation Authority who migrated to the Turks and Caicos Islands. Mr. Farley spent the last eight (8) years of his tenure at the Providenciales International Airport as a Safety Manager.

My Lynch assured all that, Mr. Wayne Farley is fit for the position, and he will step up to have the Runway Safety Committee re-established. OAI will ensure that the runway safety meetings will be hosted every quarter as required.

GCAA's Representative Statement

Mr. Bassier –GCAA in his remarks stated that it's a requirement for the international airport to have Runway Safety meetings, he recalled himself, the late Captain Chan-A-Sue from Ogle Airport, and Mr. Kelmon from CJIA attended a Safety meeting in Antigua and from that they were to return and establish a Runway Safety program. That program would have included a Runway Safety Team which will then be linked to the Safety Management System. Both Airports established their Runway Safety Team. He expressed that he is happy that this is being re-established because it will assist his department and the Health of the Aviation system in light of the upcoming ICAO audit which is scheduled for the end of this month.

He also mentioned that having a Runway Safety Team answers one of the many protocol questions, the more protocol questions being answered, the higher your percentage and this says how healthy the system is. He further expressed that he is elated that OAI has started this venture and is also intrigued by the agencies being represented. He hoped that the energy showed by Captain Chan-A-Sue and William Sanasi would be sustained.

New Projects

Mr. Bissessar - OAI before tabling the new projects, highlighted those projects that were recently completed - the correction of the runway dips between 07 and 25. OAI was below the ICAO limit also it was flagged by the GCAA. Additionally, Taxiway Bravo was recently revamped.

Mr. Bissessar asked those present to give their feedback on that project be it negative or positive.

Mr. Bissessar mentioned that before starting any project; Management meets with the operators and or agencies that might be affected to put together a Construction Safety Plan which will include all the potential hazards and ways to mitigate such. That plan is then sent to the GCAA by way for review and approval.

The ongoing project is the extension of the International Apron, upon completion, it will be double the current size and will be able to hold 2-3 more ATRs. The light aircraft ramp will also be extended to double the current size. However, corrective works are to be done to the existing surface because the aggregate is being dislodged.

A cargo facility will be constructed where the old fire station was located, to create space for the cargo agencies. The Terminal Building will be extended on the southern side in 2025.

The continuation of the taxiway Charlie is currently fenced and labeled landside until works are completed.

Lastly, he mentioned that there are two (2) priority projects the Runway End Safety Area and the Perimeter Fencing. The Runway End Safety Area at the 25 ends was incomplete and there was a wooden fence affecting the safety area. This was flagged by the GCAA and ICAO. The area will be graded, leveled, and compacted and the fence will be relocated thereafter works will commence at the 07. Assiduously works are ongoing to have it all completed. The airport's perimeter fence is currently being reconstructed.

Hazards or events identified by Operators

Mr. Farley notified all that he created a website as a portal for safety Management, thus far he has uploaded ICAO Runway Safety Documents and minutes of previous Runway Safety Meetings, and in 24 hours a form will be available to persons who need to report Hazards. Also, he mentioned that he is looking forward to receiving Hazard Reports through that medium from all stakeholders because anything observed will benefit all. Mr. Farley tabled his observation and reports of runway incursions, He said that human errors cause 80-90 percent of accidents and incidents in aviation. Mr. Farley reiterated to all that receiving reports of runway incursions, and the findings from the investigations can help all to find means of mitigating such issues.

Mr. Paulo Machado (OHGI) highlighted that he received a report from a pilot of a flock of birds crossing in front of the aircraft while he was taxiing along the taxiway. He noted that the birds sighted were not the common white birds that usually settle in the grass during the rainy season. This may not cause major damage to the aircraft except by getting in contact with the engine.

Mr. Machado (OHGI) mentioned another Hazard that was found was a bullet beside an aircraft. The bullet was discovered by an Engineer who was refueling the aircraft. Mr. Machado suggested that it might have been a bullet shot into the air with a 9mm weapon and fell to the ground with a force leaving a hole in the tarmac. The situation was deemed FOD initially; however, we can consider it a hazard because it could have hit someone on the ramp or an aircraft while parked or in-flight, based on the deformation of the bullet and the damage it caused to the ground. The police were informed and it is being investigated. He also reminded all of how important it is to exercise situational awareness in aid of observing hazards.

Mr. Ramotar (AWHWAES) highlighted that it is not the first time a situation of such nature has occurred. Some time ago, a bullet came through the workshop roof while students were performing their practical work. The consensus was that the bullet came from the old Guysuco area.

Mr. Reece (WINGS) remarked that all licensed firearm holders have to take their guns to the armory and they would have a record of the rifling on the inside of the barrel. If a forensic study on the bullet was done that should be able to find who the gun belongs to. However, if the firearm is unlicensed it cannot be detected.

Mr. Lynch mentioned that it would be a difficult task to identify those culpable and Mr. Reece agreed.

Mr. Byrne (OHGI) reported about the speeding cars along the Airport access road. He said that it is of grave concern for the safety of their staff and passengers.

Mr. Lynch and others shared the same sentiment as it relates to the callous manner in which some persons use the roadway, especially the taxi drivers and motorcyclists. Mr. Lynch shared that he recently gave a verbal warning to a particular taxi driver who is known for speeding along the Aerodrome access road.

Mr. Hamza (XEN) suggested signs and markings along the roadway can be a start to help the situation. Mr. Farley agreed.

Mr. Stoll (OAI) highlighted that closer to Exxon's building site there is a sign that reads 10 kilometers, however, drivers do not exercise that discipline throughout the roadway.

Mr. Appiah suggested that since we know the offenders we can involve the police to handle the situation.

Mr. Lynch remarked that often times Officers Guyana Police Force told him Ogle Hanger access road is not gazetted, thus it is a challenge to get ranks from the Traffic department to operate there.

Mr. Knights (OAI) tabled the availability of trained Traffic Wardens within OAI's Security Department. Mr. Knights suggested that during the peak hours, the wardens can be deployed to those areas where those callous drivers and riders operate.

Mr. Lynch accepted the suggestion of Traffic Wardens getting involved to mitigate the carelessness of some road users. Also, he will make a formal complaint to the Sparendam Police Station.

Mr. Stoll (OAI) remarked that egrets are a normal issue anywhere in the tropical world. Only active OAI were trying to minimize the cutting of grass by day and conduct airfield Maintenance by night. The tall grass approach was also an option because the birds would not have easy access to the insects. Lastly, with the use of a shotgun, they will open fire toward a flock and when one bird dies the others will flee. He reported that there was not much influx of birds due to the dry season. He also advised all to be on the lookout for wildlife because as the season changes animals change their habitat. If any wildlife is spotted they can contact the Airport's Duty office at 222-0309. He said we are slowly progressing towards a strike-free zone which will include reports coming from all operators. The Tower will need to make some arrangements as it relates to giving priority to those personnel going to deal with animals.

Mr. Ramotar pointed out that one of the problems as it relates to birds is standing water, thus OAI will need to consider having proper drainage.

Mr. Stoll responded that works are currently ongoing especially raising the Runway 25 over-run, thus there would not be egrets gathering there.

Mr. Byrne highlighted that the OHGI hanger floods quite often during heavy rainfalls, he then questioned if the drainage system is functioning.

Mr. Stoll questioned if the type of drain pipe and pumps at the OHGI's hanger are causing the water not to recede promptly. Mr. Stoll proposed a further discussion with OAI and OHGI.

Mr. Byrne also highlighted the environmental aspect of a flood, he explained that in the past he witnessed operators dumping avgas and other waste matters in the drains. He also stated that is not healthy for operators to be disposing waste matters because it can affect others especially during flooding.

Mr. Stoll pointed out that operators are practicing better waste disposal

Mr. Hamza pointed out that he noticed a lot of build-up of waste (sand) and debris between Xen to JAGS aviation, which contributes to flooding.

Mr. Bissessar responded that they recently cleared those areas.

Khan ASL we know the rainy season is approaching and one way to eliminate flooding is to remove the slush from the drains example, If we have 2 feet of flood and we create storage in the drains there will be enough space to store the water.

Mr. Lynch noted that they are going the extra mile by reaching out to the NDC as it relates to the exterior drainage system.

Mr. Farley engaged the Control Tower regarding their records relating to the siting of birds.

Mr. Appiah responded that they record bird strikes and if large flocks are sighted it will be reported to the EPA. However, the issue is that surrounding communities are rearing poultry and cattle some may even have fish ponds and fish vending; those factors will attract birds.

Mr. Stoll-Ogle added that frigate birds are flying along the coastline. There has never been any report of a bird strike with those type of birds. However, he asked that the pilots inform the control tower in case there were such birds. In this way, we can know at what time of the year we can be on the lookout for frigate birds.

Mr. Farley pointed out that it is important to record not only bird strikes but the presence of birds, if we have a sufficient amount of data it will help us to predict in the future what we are likely to see throughout the year.

Mr. Bassier- GCAA hearing about birds and the other fishing activities reminded OAI to consider continuing the push towards the Zone regulations.

Mr. Lynch responded, that the Zone regulation is a topic at their weekly finance meeting, and it is a challenge getting help from the authorities.

Mr. Farley added that it should not be an emotional argument when going to the agencies it must be evidence-based and that is where it's important to have data.

Mr. Farley highlighted the pile driving that is taking place at the take-off path, if there are any reports or concerns from operators.

Mr. Farley informed everyone that there will be a temporary closing of the Airport access road from Rupert Craig Highway to the Railway line to facilitate the construction of the 4-lane highway.

The meeting was concluded at 15:15 hrs

The next meeting is proposed to be August 8, 2024