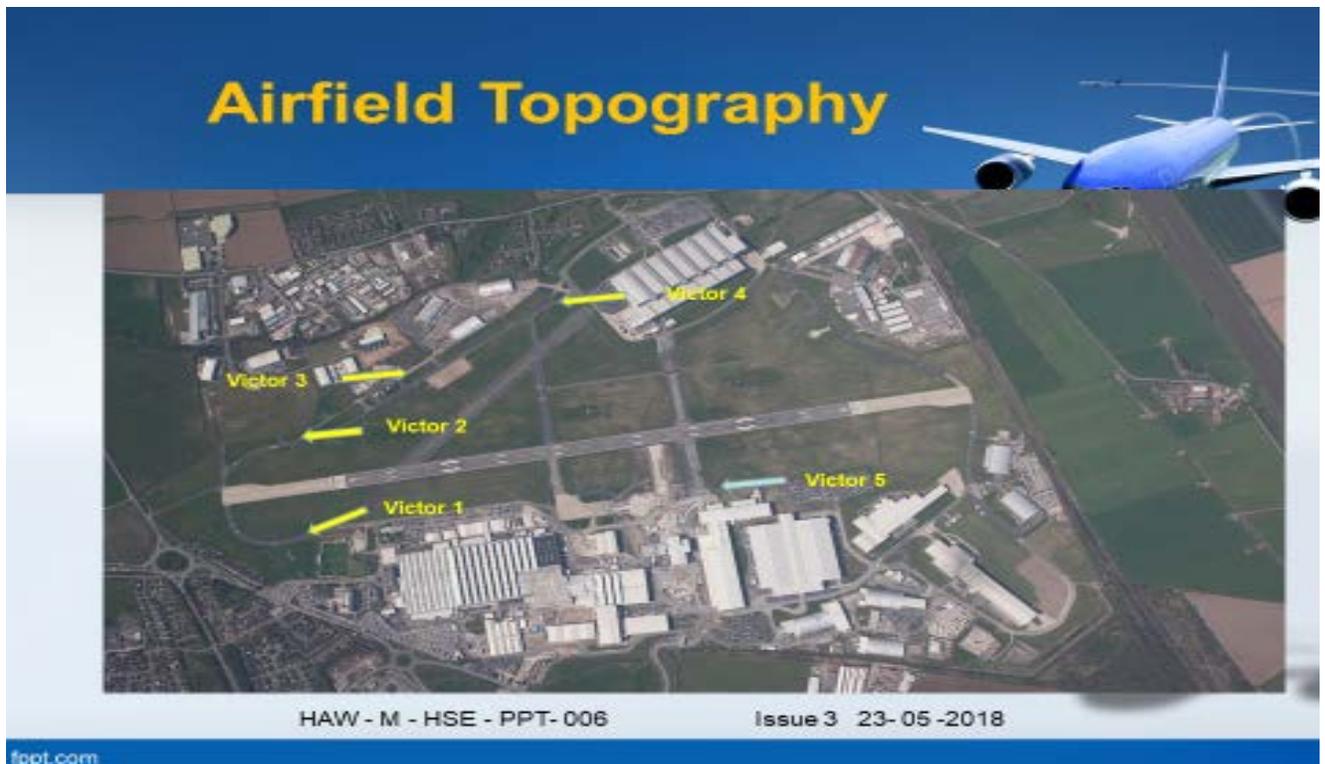




Welcome to the latest edition of Aerodrome Safety Central. The newsletter is published on a quarterly basis and includes articles on Airfield news, Work in Progress and relevant safety issues.

We welcome input from all based companies and if you would like to contribute to future newsletters please e-mail us at MASUHAWARDEN@AIRBUS.COM

Vehicle holding point's introduction: Update:



Victor 1 is the 04 barrier Factory side. Victor 2 is the 04 Barrier ATC side.

The default position will be down so anyone wishing to cross this end of the runway will have to call ATC and request to cross. Only cross when the barriers are raised.

What can I expect to hear from ATC after I have requested to proceed from Victor 1 to Victor 2?

“Cross Runway 22”

“Cross Runway 04”

“Cross the 04 threshold”

“Proceed from Victor 1 to Victor 2”

Whatever ATC say to you just read it back.

Remember to report when you have passed Victor 1 or Victor 2 depending on the direction you are taking.

The best wording to use will be *“vacated the runway at Victor 1 or Victor 2”*.

JUST CULTURE



Serco and Airbus Support A Just Culture

A just culture should enable open reporting leading to learning and improvement. The definition of a just culture was introduced into EC regulation 376/2014.

‘A culture in which frontline operators or other persons are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but in which gross negligence, wilful violations and destructive acts are not tolerated’.

We encourage all operators and third party companies to embrace a just culture.

This month's topic: Human Factors in Aviation (Has this been you?)

The Dirty Dozen, and Aviation Human Element

1. SITUATIONAL AWARENESS - do you know what's REALLY happening around you?

2. ALERTING - do you REALLY speak up when you should?

Alerting - bringing concerns about actions, situations or behaviour to the attention of others in a timely, positive and effective way can reduce assumptions, complacency and group think

3. COMMUNICATION - do you REALLY understand each other?

Communication – transmitting and receiving full and correct information ensuring sender AND receiver share the same understanding.

Communication underpins situational awareness, teamwork and most other human activities

4. COMPLACENCY - is everything REALLY OK?

It is dangerous but an easy trap to fall into. Just because everything appears OK, doesn't mean that it is.

5. CULTURE – do you REALLY have a good safety culture?

Culture – the blend of understanding, beliefs and attitudes of people and organisations that result in behaviour and actions.

6. LOCAL PRACTICES - efficiency OR dangerous short cuts?

Local practices – behaviour and actions applied locally that differ from the official documented practices. Also known as procedural violations.

7. TEAMWORK - do you work REALLY well together?

Teamwork - working together effectively towards a shared common goal.

8. CAPABILITY - is your crew REALLY capable?

Capability – the blend of knowledge, skills and attitude to enable effective, safe performance. Do your team have tools and resources to perform competently?

9. PRESSURE - busy OR dangerously overloaded?

Pressure – real and perceived demands on people. Do you REALLY have the resources you Need?

10. DISTRACTIONS - multi-tasking OR dangerously distracted?

Distraction – an event that interrupts your attention to a task.

11. FATIGUE - just tired OR dangerously fatigued?

Fatigue – “A reduction in physical and/or mental capability as the result of physical, mental or emotional exertion which may impair nearly all physical abilities including: strength; speed; reaction time; co-ordination; decision making; or balance”

12. FIT FOR DUTY – are you REALLY fit to carry out your duties safely?

Fit for Duty – the combination of physical and mental state of people which enables them to carry out their duties competently and safely.

ATC Corner

Departure Clearances



There have been a few changes to operational procedures since the last issue and it seems an ideal opportunity to give a bit of background and reasons for change.

The most significant change is in the delivery of departure clearances to aircraft. In the past this has generally taken place as aircraft taxi out or at the holding point prior to departure.

Pilots will now request clearance prior to start up.

On March 27, 1977, two Boeing 747 passenger jets, KLM Flight 4805 and Pan Am Flight 1736, collided on the runway at Los Rodeos Airport, Tenerife, killing 583 people, making it the deadliest accident in aviation history. The KLM 747 was lined up on the runway awaiting take off clearance whilst the Pan Am 747 was back-tracking to vacate the runway during low visibility procedures. The Controller issued instructions for the KLM to fly after take-off. The Captain mistook this as a clearance for take-off and commenced the take-off roll, despite uncertainty amongst other members of the crew, resulting in a collision on the runway. This led to Crew Resource Management training throughout the aviation industry. As a direct result phraseology was updated to include a clearance limit when issuing a clearance to an aircraft that has already started its engines. For example, 'hold on the runway, after departure fly heading...'

Most busy International Airports have a separate Delivery frequency where clearances are issued before the aircraft calls Ground for start. By delivering the clearance prior to start up, this reduces the phraseology needed and it also allows the crews to familiarise themselves with the requirements prior to taxiing out. In addition, there are times when there is an opportunity to expedite a departing aircraft ahead of an aircraft on approach. If a clearance needs be issued and correctly read back, then the opportunity to depart ahead is often missed.

Another change is for VFR departures. Until recently, a 1500 feet climb out restriction was in place to allow for a safety buffer against aircraft flying in the holding pattern above the airfield and to provide protection for any inbound IFR traffic flying close to the runway

climb out. However, these scenarios are very infrequent and often result in aircraft having to level off despite no conflicts. From now on aircraft climb out unrestricted unless the Radar Controller requests it. Crews must be aware of the Controlled Airspace in the vicinity of Hawarden to ensure they plan climb rates accordingly to remain clear.

Responsibility for wake turbulence separation for arriving aircraft lies with the Captain of the aircraft. ATC issue a warning and recommended distance, but it is up to the Pilot in Command to apply it accordingly. Departing aircraft and helicopters air taxiing on the aerodrome is the responsibility of the Controller to ensure Wake Turbulence separation exists. This has always caused an issue with helicopter traffic that lands and then requires to air taxi in. The Controller has had to land the helicopter on, after landing, if the 3 minutes of wake turbulence still exists. However, this has now been amended to allow the helicopter to taxi in. The Controller issues one warning on arrival, the pilot adjusts the flight accordingly and can land and air taxi in under their own responsibility.

As always, if you have any questions about procedures please give ATC a call and we will be happy to discuss and clarify any uncertainties.

As always if there are any questions about anything within this article, or anything with regards to the ATC service we provide, please give us a call on **01244 522012**, or e-mail **atcopshawarden@airbus.com** and we would be happy to help.

Meet the Team



Dave Taylor (Air Traffic Engineer)

Dave joined the Ministry of Defence in May 1990, employed by the RAF's Support Command branch. He completed their Telecommunications/Avionics trade training at the Civilian Technical Training School based at RAF Sealand. After 18 months and upon successful completion of training he was responsible for maintaining communications equipment fitted to the RAF's Jaguar, Hercules and Puma aircraft. From 2003 he moved on to maintaining the RAF's fleet of Watchman Primary Airfield Surveillance Radar systems, relocating from RAF Sealand to RAF Leeming when the maintenance facility moved there in 2006. He stayed there until 2011 when he left the MoD to work as a Radar Support Engineer for Selex in Southampton. After 2 years (including a brief time employed at Blackpool Airport as an Air Traffic Engineer) He joined serco at Hawarden in September 2013 where he is employed as an Air Traffic Engineer.