

RUNWAY SAFETY ACTION TEAM MEETING

BLUE GRASS AIRPORT LEXINGTON, KY

APRIL 29, 2008

On April 29, 2008, a Runway Safety Action Team Meeting for Blue Grass Airport (LEX) was convened in accordance with FAAO 7050.1. The following individuals were present at the meeting:

Jon Zachem	Photo Science, Inc.
Arlynn McMahon	Aero Tech, Inc.
Valerie Salven	FAAST, Aero Tech
Roger Storch	Tenant, N7CR
Jim Call	LEX ATM
Bruce Edsten	FAASTeam, FAA Louisville
Diane English	LEX ATCT
Paul Greer	LEX SSC Manager
Mark Day	Blue Grass Airport
James B. Cowan	Blue Grass Airport
David Burdette	Blue Grass Airport
Brian Ellestad	Blue Grass Airport
Phillip Braden	FAA ADO Memphis
John Slone	Blue Grass Airport
Scott Lanter	Blue Grass Airport
Leroy Richardson	Blue Grass Airport
Richard Graham	Blue Grass Airport
John Coon	Blue Grass Airport
Jimmy Davis	Delta
Tracy Sarver	Co Express

Jim Call, Manager Lexington Air Traffic Control Tower, opened the meeting, welcomed all attendees and thanked them for their participation. He briefly explained the purpose of the meeting and then asked everyone to introduce themselves and their affiliated organizations.

John Coon, Director of Airport Operations, gave an overview of upcoming airport projects. Proposed runway 9/27 is in the approval process and is to be constructed west of runway 4/22. Construction would include some General Aviation hangers and self serve fuel. No Fixed Base Operator is

proposed at this time. The realignment of taxiway D should begin this year and is expected to be completed late 2009 or early 2010. No large scale construction projects are planned for runway 4/22. Miscellaneous smaller projects such as grading or seeding adjacent to the runway are expected.

Diane English, Lexington Tower Support Specialist, reviewed three runway incursions occurring this past year since the FAA adopted the ICAO definition of a runway incursion. The first was a vehicle deviation involving an airport construction vehicle that was holding at intersection A4 parallel to runway 22. A landing aircraft reported that the vehicles' tires were across the hold short lines resulting in an incursion. The other two incursions were operational errors involving an aircraft that had become disabled while exiting runway 22 at A4. The controller failed to verify that the aircraft was clear of runway 22, on the taxiway side of the hold short lines, and allowed one aircraft to land and another to make an unrestricted low approach. Ms. English also reviewed air traffic's expectations of pilots and vehicle operators. Pilots are instructed by the tower controller to exit the runway and turn on Alpha then contact ground control. Aircraft are expected to continue to taxi clear of the runway, not to stop at the intersections short of alpha. Pilots are also expected to advise the tower if they are not clear of the runway. Vehicle operators are expected to cross the intersections on the taxiway side of the hold lines.

Mr. Call then opened the meeting for general discussion on any areas that could improve runway safety. Ms. McMahon suggested that when runway 4 is active it would help if the tower controller would tell arrivals to plan to turn off at Charlie. This would help the pilot to plan his landing so as to expedite clearing and avoid a lengthy high speed taxi down the runway.

Scott Lanter, Chief of Public Safety, discussed runway inspections. Recently, public safety has added a second inspector to the vehicle for runway checks. Runway checks now proceed down one side of the runway and then back up the other side. They are also conducted at a slower speed to better check the RSA. A detailed runway surface inspection is coming up the second week of May. Also, recurrent driver training will be coming up soon. Airport Operations plans to continue to phone the TRACON with NOTAMs prior to issuing them with Lockheed Martin Flight Service. This practice was begun as a safety measure due to the high number of NOTAMs that contain incorrect wording once they are issued by Lockheed Martin. It is hoped that this practice will help to identify incorrect NOTAMS.

In an effort to control bird activity adjacent to the runway and reduce bird strikes, airport maintenance will allow the airfield grass to grow higher than they have in the past.

Mr. Edsten, Louisville FSDO FAAS Team representative, shared that their emphasis will continue to be on general aviation and preventing runway incursions through education, communications and signage.

Mr. Braden, Manager Airports Division Office, said that proposed runway 9-27 is in the environmental phase of the process. His office would be working with the airport to develop the safety plan for the proposed construction.

Mr. Call noted that public safety vehicles have been doing a good job keeping their lights on while crossing taxiway Charlie in compliance with the Silent Crossing Letter of Agreement. He encouraged them to continue to be vigilant in this procedure. Lexington Tower would like to commend the airport for its commitment to runway safety that is evident in the excellent training that all vehicle operators receive prior to operating on the movement areas.

ACTION ITEMS

Action 1 – Lexington ATC Tower will brief all controllers to advise pilots prior to landing runway 4 to plan to turn off the runway at Taxiway Charlie if exiting at that point will be needed by the tower controller. Action Date: August 1, 2008