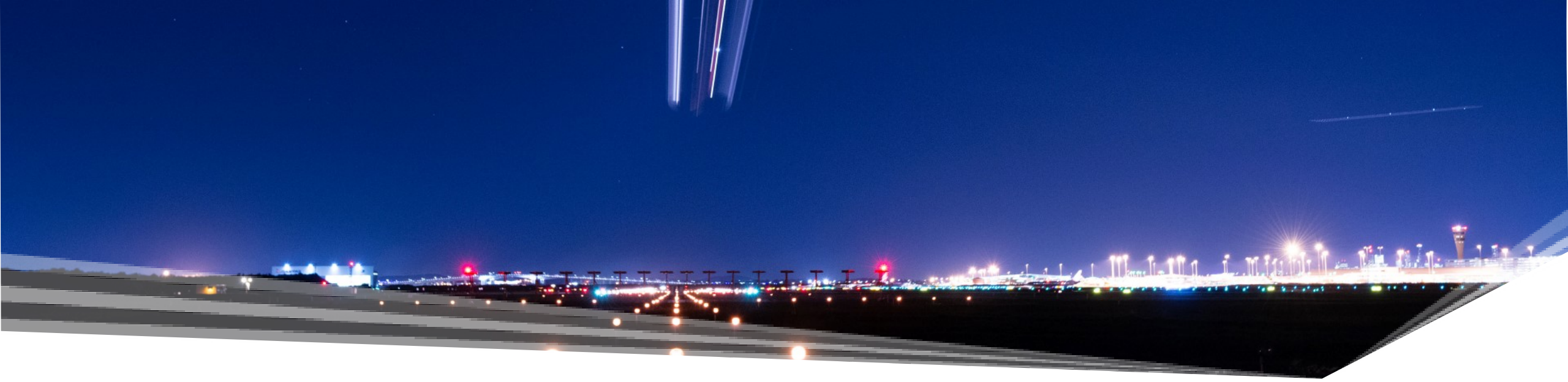


RUNWAY STOP BARS

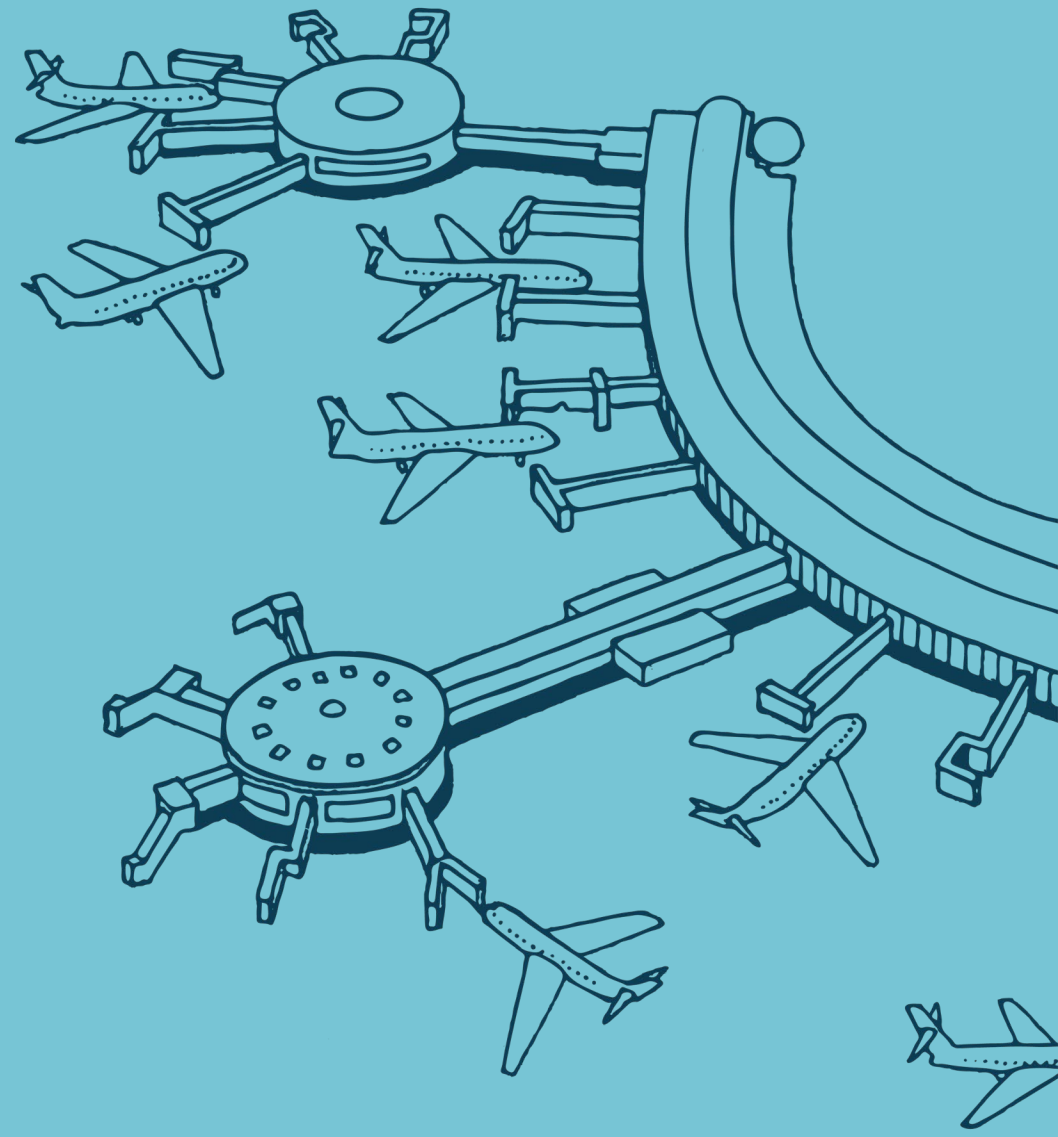
Information and assessment package - to be completed by all Category 3RWY ADA holders

2019

BRISBANE AIRPORT CORPORATION

RUNWAY STOP BARS

Why does Brisbane Airport need Stop Bars?



RUNWAY INCURSIONS

Runway incursions are a serious safety threat. Globally they have caused major accidents.

Many runway incursions occur when pilots and airside drivers acknowledge Air Traffic Control (ATC) hold short instructions but then proceed beyond the Runway Holding Point.

As an increased safety measure Brisbane Airport Corporation has introduced runway Stop Bars to enhance runway safety.

RUNWAY STOP BARS

Runway Stop Bars are intended to provide additional protection of runway/taxiway intersections to reduce runway incursions by:

- Enhancing visibility of holding points
- Reinforce the control of aircraft and vehicles in the vicinity of hold points
- Increase the defence against user/operator error and misidentification

WHAT IS A STOP BAR?

- Stop Bars are a series of unidirectional lights at right angles to the taxiway centreline.
- The lights are spaced 3 meters apart and located 0.3m before the point at which it is intended the traffic approaching the runway must stop.
- Stop Bars show red in the direction of approach to the Stop Bar from the taxiway.
- Stop Bars at Brisbane Airport will also be complemented by existing yellow Runway Guard Lights, MAG signs and Runway Holding Point markings.
- Stop Bars are in operation 24 hours, seven days a week and are controlled by Air Traffic Control (ATC) .

HOW DO STOP BARS OPERATE?

Vehicle operators are required to stop at the Runway Holding Point/Stop Bar and obtain clearance from ATC prior to entering a runway**.**

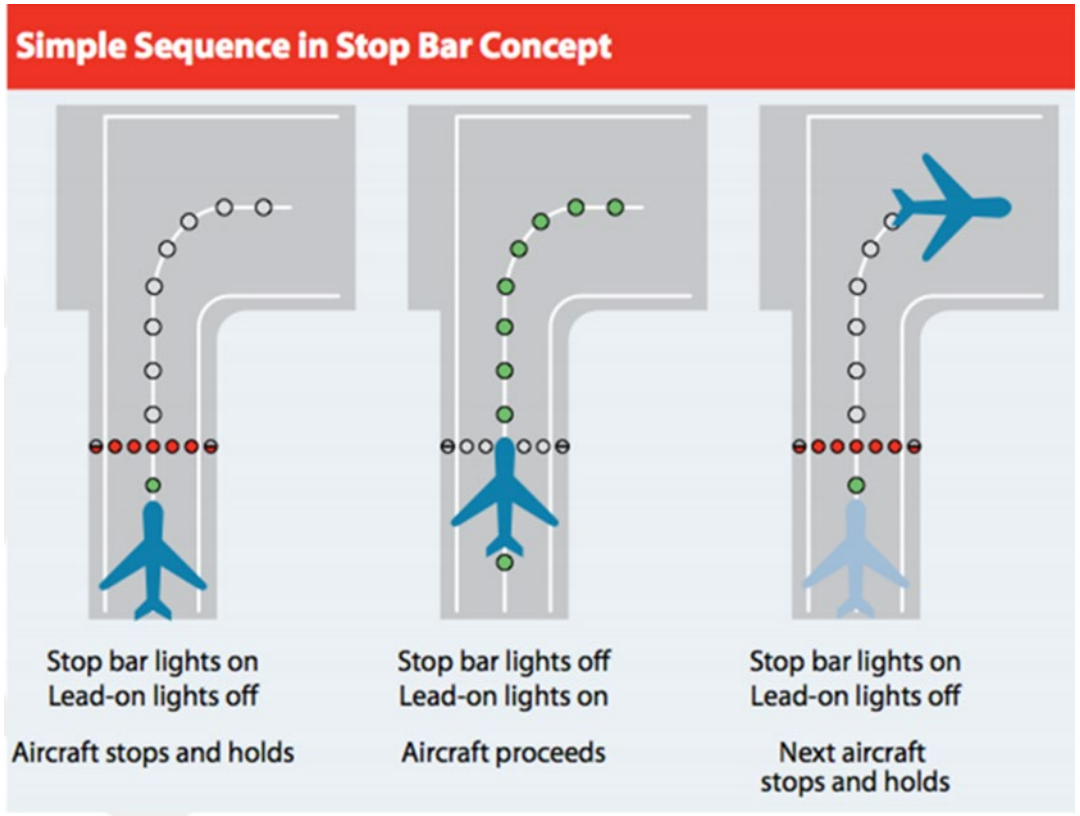
ATC frequency requirements:

For entry to RWY - ATC Tower (ADC)

For crossing the RWY - ATC Ground (SMC)

Clearance to enter/cross the runway by ATC will be issued in the following sequence:

1. ATC will extinguish the red Stop Bar lights and;
2. Simultaneously issue the appropriate clearance.



STOP AT THE RED LIGHT!

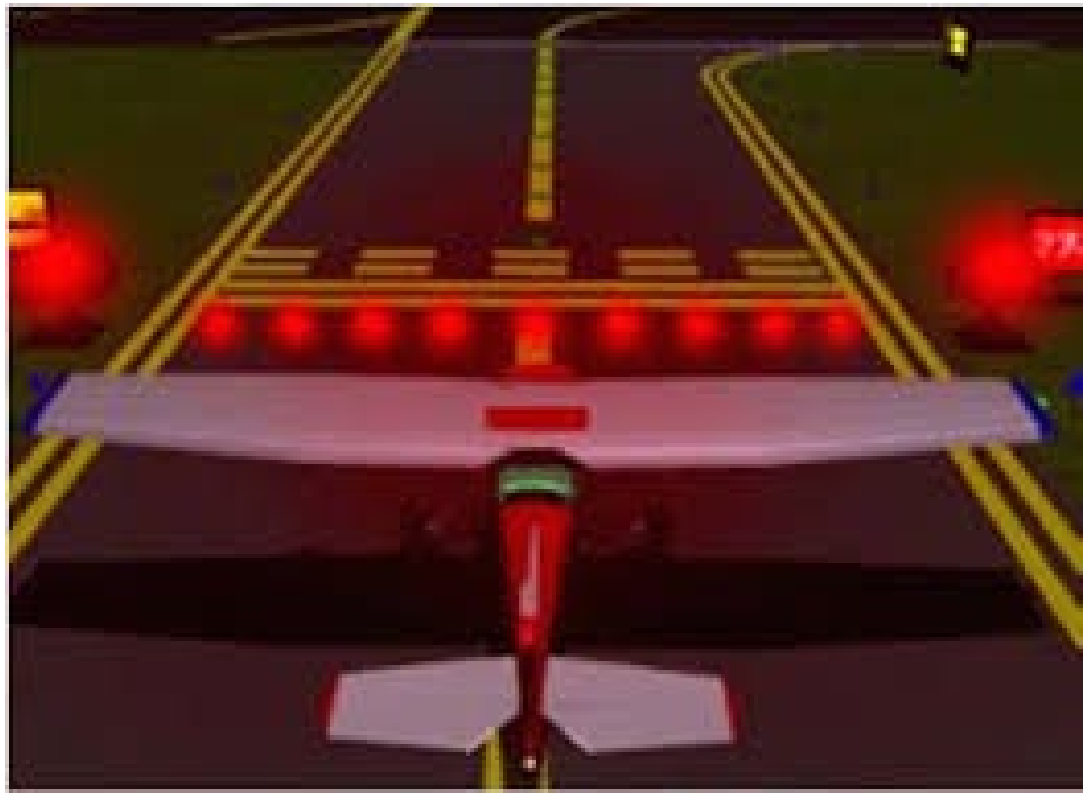
Drivers must comply with the following when Stop Bars are in operation:

- **Never** cross an illuminated Stop Bar
- Only proceed past a Stop Bar when ATC provides the appropriate verbal instruction AND switches the Stop Bar lights off
- If a driver is granted a verbal clearance to enter or cross a Runway and then proceeds across an illuminated Stop Bar, it will be treated as a Runway incursion resulting in immediate suspension of the drivers ADA

Recommended practice:

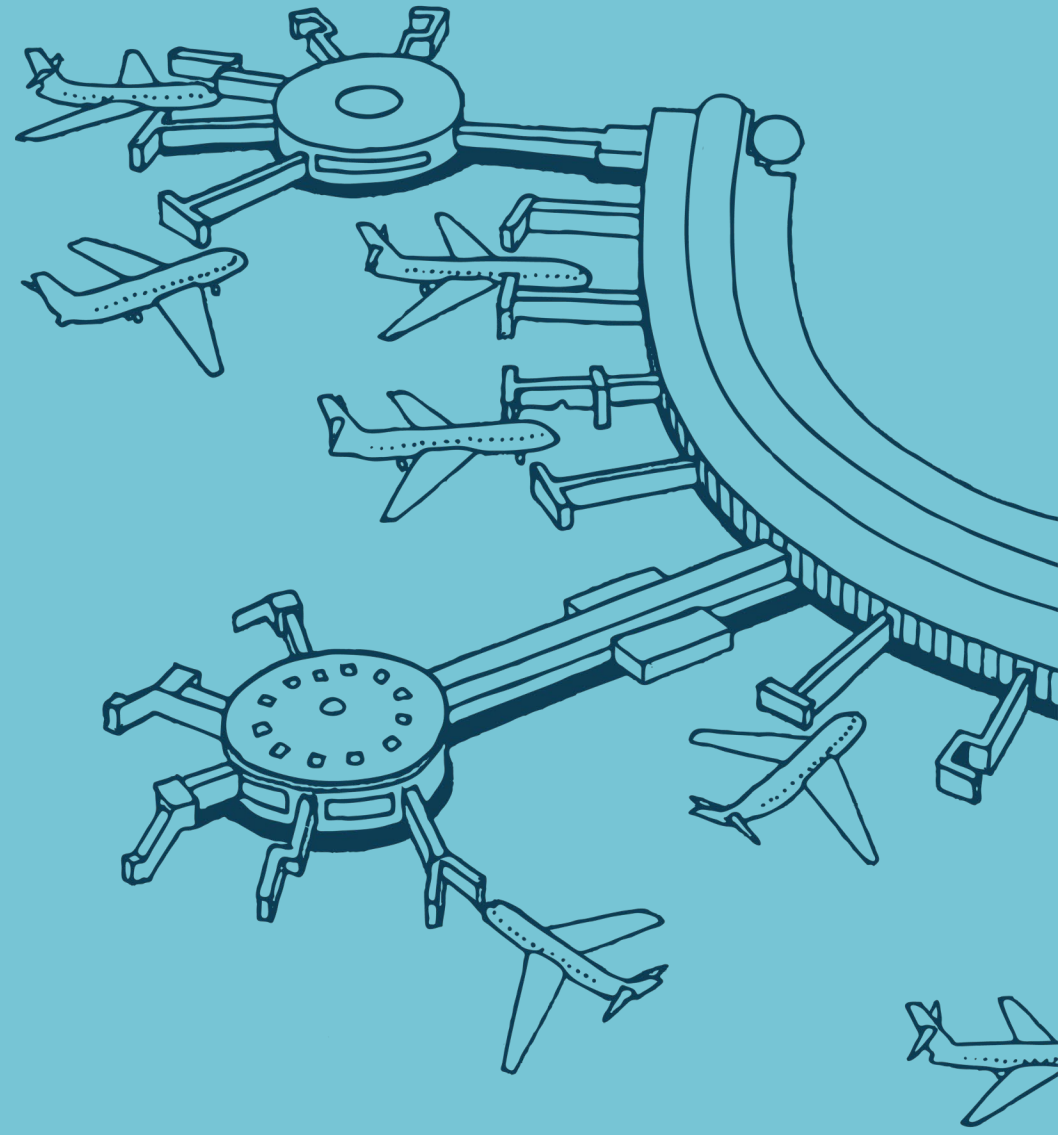
- Check Stop Bars have been extinguished when reading back ATC clearance prior to entering the runway

Note: Under normal operations when Stop Bars are extinguished, lead on lights come on.



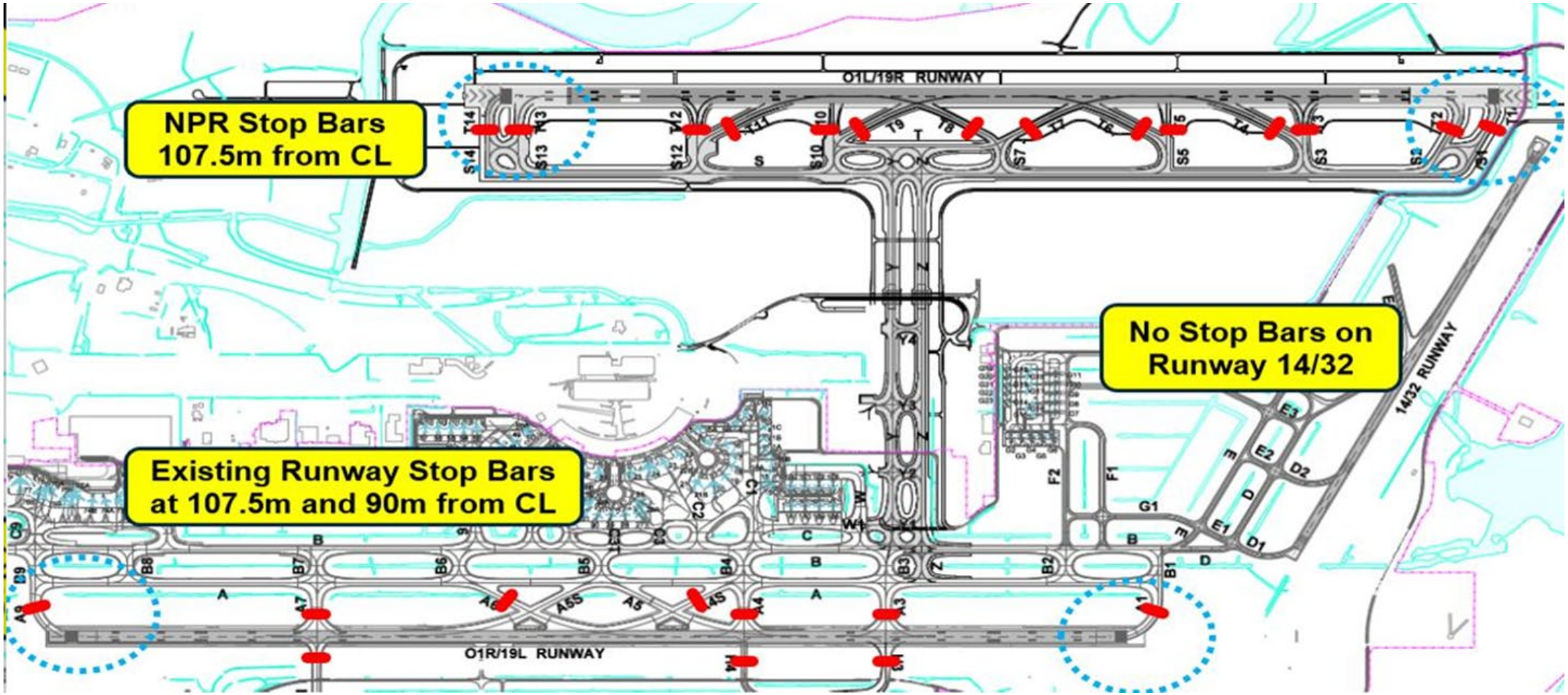
STOP BARS

Where are they located?



RUNWAY STOP BAR LOCATIONS

Brisbane Airport will have 24 Stop Bars in total, one for each taxiway holding point.



STOP BAR CONTINGENCY PROCEDURES

In the event that a fault occurs during Stop Bar switching, ATC has contingency procedures in place to ensure the safe movement of aircraft.

If a stop bar switching fault occurs, ATC will **not** immediately implement contingency procedures.

A minimum period of **15 minutes** will be allowed for corrective action to occur.

If the Stop Bar switching is still faulty, ATC may implement contingency procedures to allow traffic to cross an illuminated Stop Bar.

STOP BAR CONTINGENCY PROCEDURES

ATC will apply the following procedures during stop bar contingency:

a. ATC will only issue clearances to cross an illuminated Stop Bar at holding points that are visible to the tower

b. ATC will use a suitable alternative holding point with a serviceable or deactivated Stop Bar in preference to crossing an illuminated Stop bar

c. As far as practicable, ATC will avoid the simultaneous use of multiple holding points for departure

d. ATC will **not** apply Stop Bar contingency procedures when the RVR is less than 550m

ATC CONTINGENCY PROCEDURES

When contingency procedures are in place and involve crossing an illuminated Stop Bar, two critical items of information are required for drivers and pilots:

1. Advice that the Stop Bar switching is faulty and that contingency procedures are in operation. The following messages may be delivered by the ATIS or direct transmission.:

   "Stop Bar switching at Holding Point(s) [name of Holding Point(s)] unserviceable – Stop Bar contingency procedures in force"

2. Specific phraseology to authorise crossing the illuminated Stop Bar:

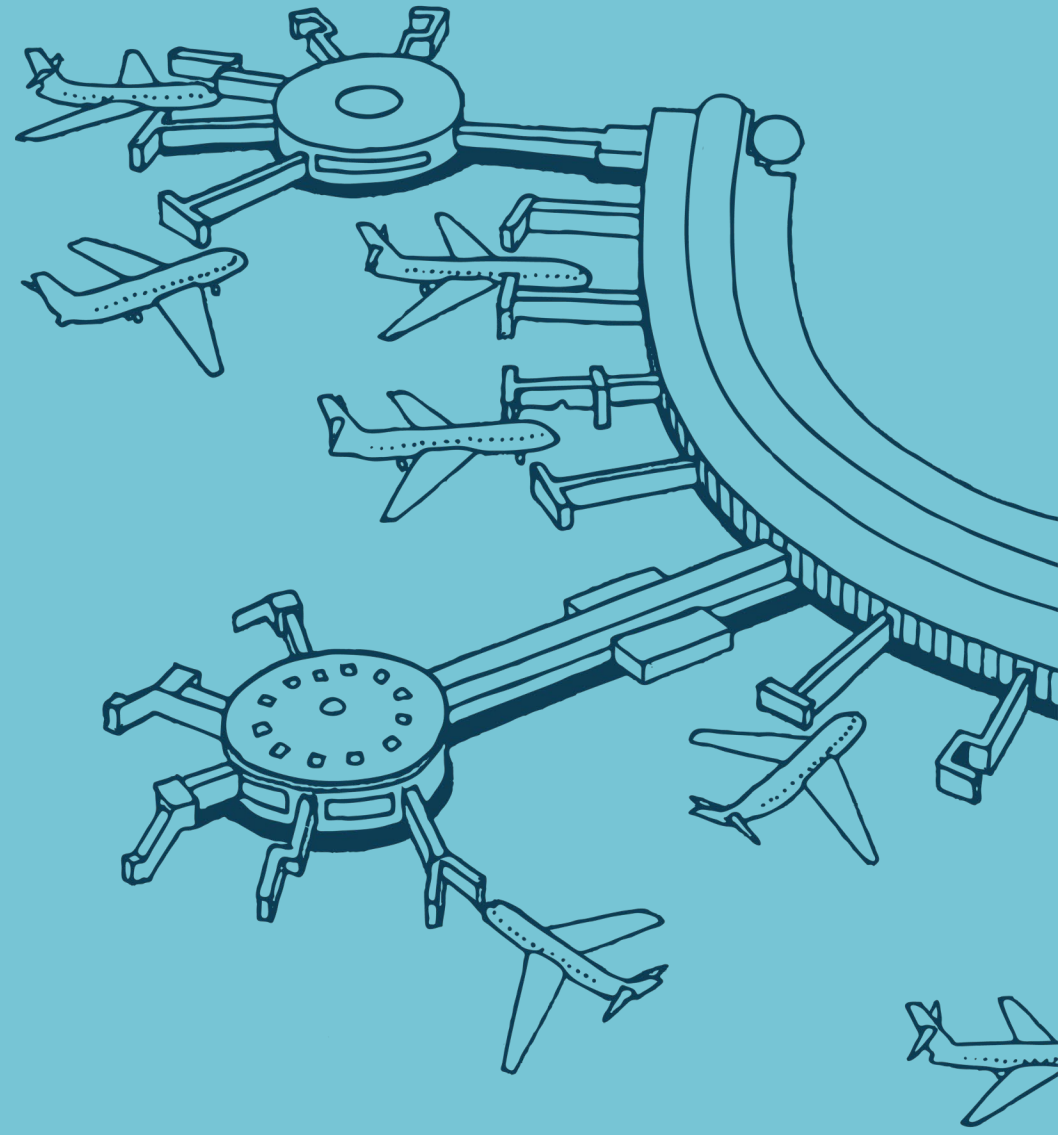
   "At [Holding Point name], cross the illuminated Stop Bar, Line up (or cleared for Take-off, or Enter, or Cross) Runway [number]

IMPORTANT: Both of these items are required before you can cross an illuminated Stop Bar.

*Contingency procedures will not be employed if the visibility is less than **550** metres.*

RUNWAY STOP BAR

Assessment



ASSESSMENT REQUIREMENTS

- A **100%** pass mark is required for the results to be submitted to the ADA office
- This information in the assessment will be used to record and confirm that you have successfully reviewed and completed this assessment and understand how to safely drive airside with the new Runway Stop Bars
- Only **Category 3RWY ADA** holders that have **successfully completed** the Runway Stop Bar assessment package will be permitted to enter or cross the runway post commissioning of the Runway Stop Bars in late February 2020
- Click on the link below to commence the Runway Stop Bar assessment

START ASSESSMENT

- On completion of assessment, Click on the highlighted "**View results**" button to view your result
- If you did not manage to correctly answer all questions, click on the "**Go back to thank you page**" at the bottom and then select "**submit another response**" to restart the assessment
- To print your results, right-click on