

STOP BARS



Executive Summary

AusALPA supports the installation and operational use of stop bars at Australian airports. The runway, at all entry or exit points, should be protected by an associated stop bar to mitigate the risk of a runway incursion. There is an overriding importance on procedural consistency which is paramount to maintaining the integrity of the runway. AusALPA encourages operators, regardless of size or type of operation, to educate their pilots accordingly with regards to stop bars.

Stop bars promote the identification of a runway holding point, while reinforcing ATC control of the runway and the surrounding taxiways. They also increase the layers of defence in the event of a controller to pilot (or vice versa) miscommunication or if an aircraft or vehicle was to become uncertain of their position on the aerodrome.

The correct use and operation of stop bars assist in mitigating the risk of a runway incursion which could lead to missed approaches or even an accident/incident.

Stop Bar Technology & Operation

Stop bars are a powerful tool in preventing runway incursions and provide a safety net to the aerodrome users, regardless of size or type. ICAO notes in the Annex 14 that "*Runway incursions may take place in all visibility or weather conditions. The provision of stop bars at runway holding positions and their use at night and in visibility conditions greater than 550 m runway visual range can form part of effective runway incursion prevention measures.*"

It is paramount that stop bars remain a focus of aerodrome risk management when it comes to runway incursions and the protection of the runway environment. Pilots and drivers on the aerodrome are educated never to cross a red stop bar, unless contingency procedures are in effect.

ICAO recognises that Stop Bars are intended to provide additional protection of runway intersections to protect against runway incursions by:

1. Enhancing the visibility of holding points;
2. Reinforcing ATC control of aircraft and vehicles in the vicinity of the runway; and
3. Increasing the defence against ATC error in aircraft or vehicle identification.

AusALPA strongly supports ICAO's advice for the use of Stop Bars regardless of meteorological conditions, the approaches (visual or instrument) being flown at an aerodrome, and time of day. It is our view that the continuity of procedures at all Australian airports should be promulgated accordingly. In conjunction with the continuous use of stop bars, this will promote the safest means of risk mitigation at an aerodrome.

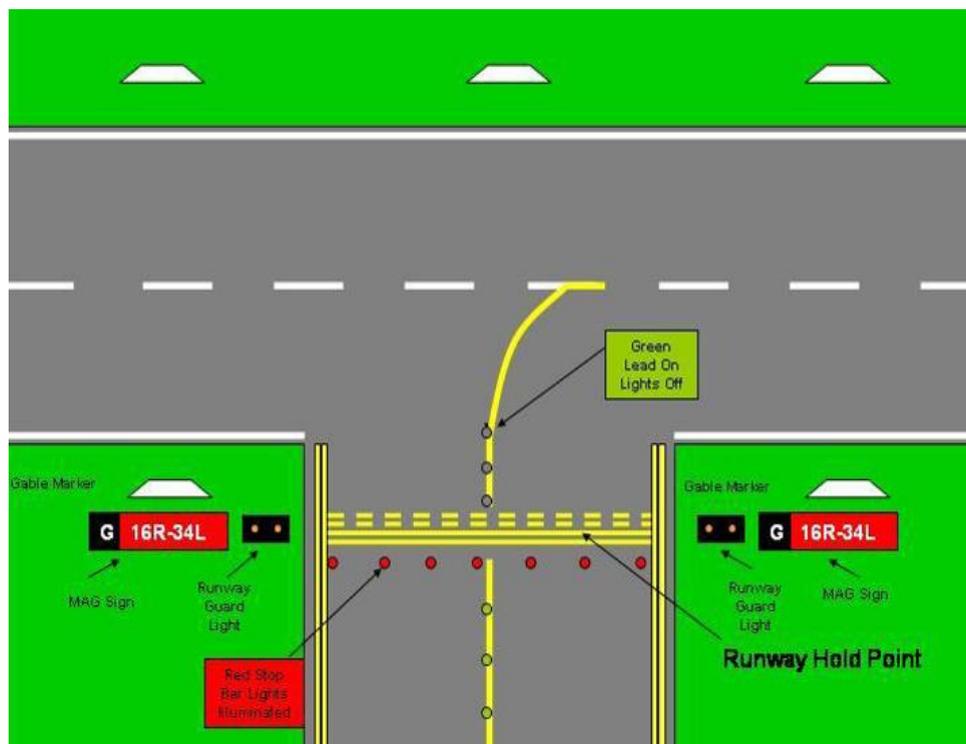


Figure 1: Stop Bar displays

Stop Bar Procedure Harmonisation

The recommended operation of Stop Bars should follow the guidance material produced by ICAO in "*Harmonising the use and Management of Stop Bars at Airports*". This document provides clear guidance for normal and non-normal operational procedures. AusALPA encourages the Air Navigation Service Provider (ANSP) to promulgate operational compatibility with ICAO, as a risk mitigation method in reducing levels of risk with international operators.

Further information regarding operational nomenclature is found in the ICAO document "*Harmonising the use and Management of Stop Bars at Airports*". It should be stated unequivocally that AusALPA acknowledges the current rules and regulations of the state, and does not support or promote deviations from those procedures. AusALPA's position is to align the procedures of the state with those promulgated by ICAO.

REFERENCES

1. ICAO Harmonising the Use and Management of Stop Bars at Airports (First Edition) Oct. 2014
2. ICAO Document 9870 Manual on the Prevention of Runway Incursions
3. AirServices Australia AIC Stop Bar Contingency Procedures;
<https://www.airservicesaustralia.com/aip/current/sup/a18-h02.pdf>