

GLENFORSA AIRFIELD INSPECTIONS

Oban Airport

Aim

- To provide an accurate report on the condition and serviceability of the aerodrome surfaces, and equipment provided, for the safe and secure purposes of flights authorised to use the facility.
- To provide improved Safety Management and reporting/removal of any hazards found.

Glenforsa Airfield



Inspections

- Walk the Runway and check the Surface.
- Inspect the Windsleeves
- Check the area for Aircraft Parking
- Check the Signs, the Cabin and equipment
- Check the Fence-line and Bird Activity
- Check for other hazards (rabbit holes etc)
- Position cones adjacent to runway near areas of poor condition and/or poor drainage of water.
- Report results to Oban Airport

Walk the Runway

- Walk the runway and observe for the following;
 - Foreign Objects (collect/remove)
 - Areas of standing water or poor drainage (mark with cones but not on runway)
 - Ruts across the runway width (roll them out)
 - Ruts in line with the runway (roll them out)
 - Grass length (cut if greater than 4" or 10cm)
 - Any other potential hazards

Heel Check

- In order to check the ground condition, the Runway must first be walked to avoid creating ruts with a vehicle.
- Checks are done initially using the heel of an average person.

As a Comparison, the average person will exert approximately 0.55bar (8psi) and an average family car 2.06bar (30psi).

The average family car weighs around 1200kg whilst a C172 aircraft weighs 767kg empty and up to 1111kg full



Heel Check

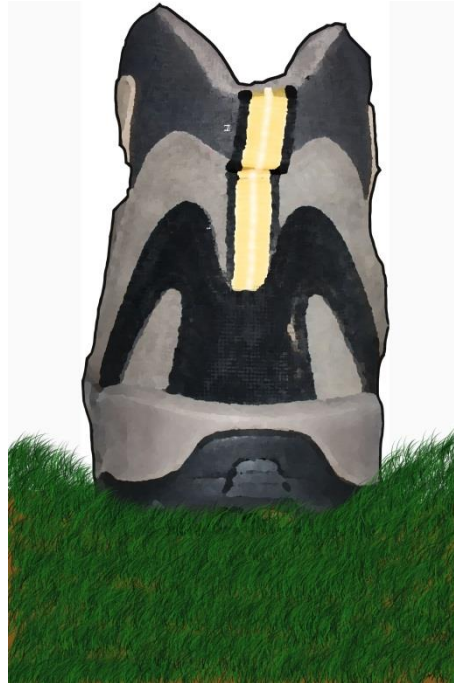
FIRM

Heel barely makes an imprint on grass at all



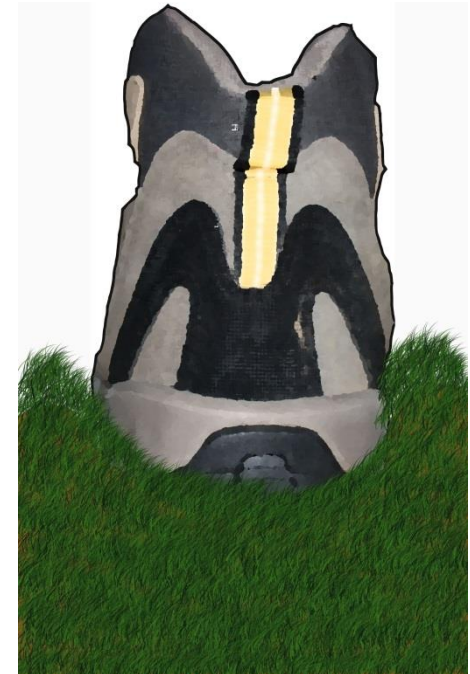
SOFT

Heel makes a Marked imprint on grass



VERY SOFT

Heel makes a significant imprint on grass and ground is displaced at sides



Vehicle Check

- If the ground is deemed as firm under foot, then a **car sized** vehicle may be driven on the runway at a speed of 30mph.
- Drive the vehicle down one side and back up the other
- This will deem the runway fit for use by most aircraft types wishing to use Glenforsa.

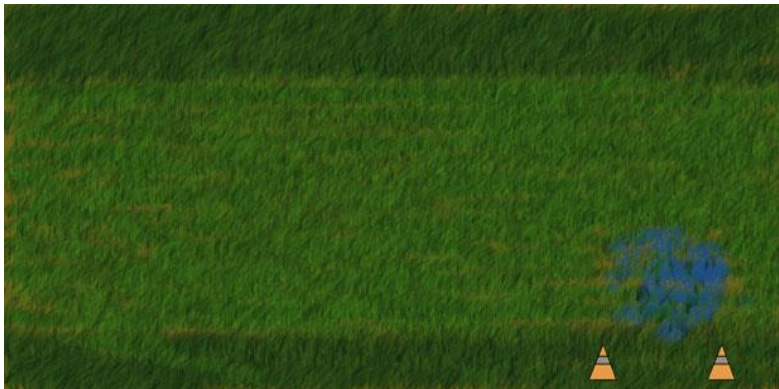
NOTE: Do not exceed the speed and cease if ruts are being created by the vehicle. Exit the runway at a suitable location.

Avoidance Areas

Areas of poor drainage or standing water



Marking Areas of poor drainage or standing water OFF RUNWAY



Ruts in line with Runway length
(depends on depth)

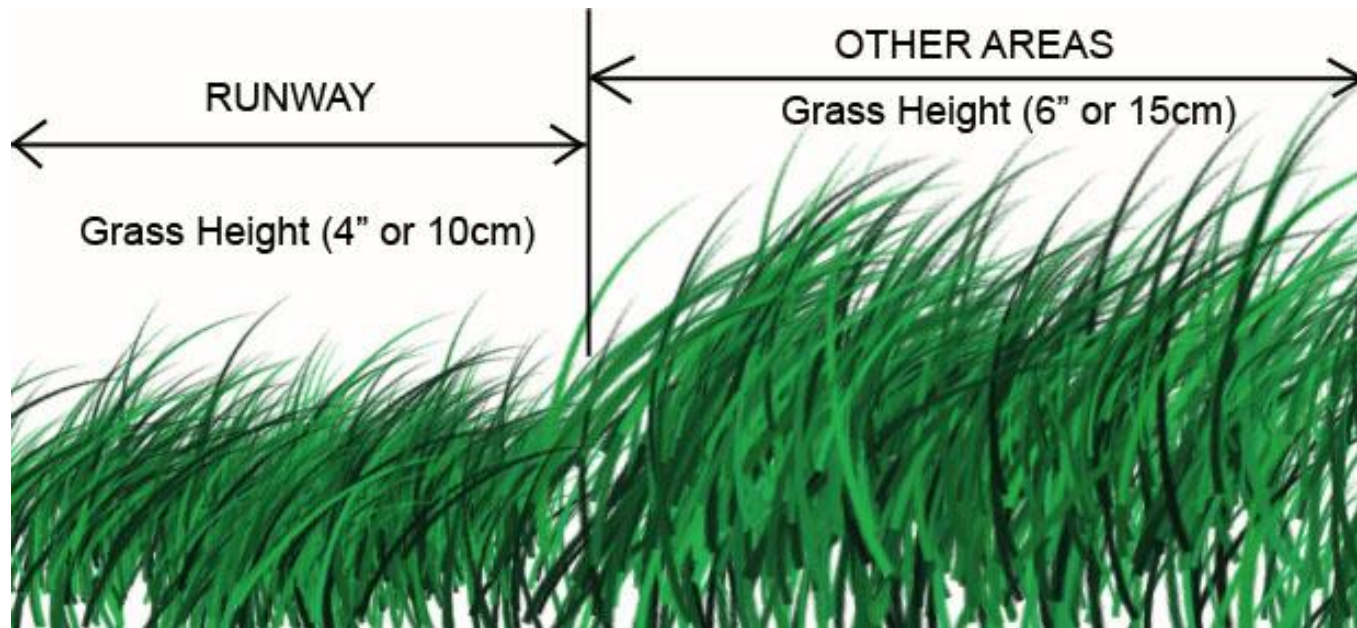


Ruts across Runway width are particularly hazardous



Grass Length

- The image below shows the maximum grass length of the airfield area. Keeping the grass slightly longer away from the runway is good for bird control.



Surface Water

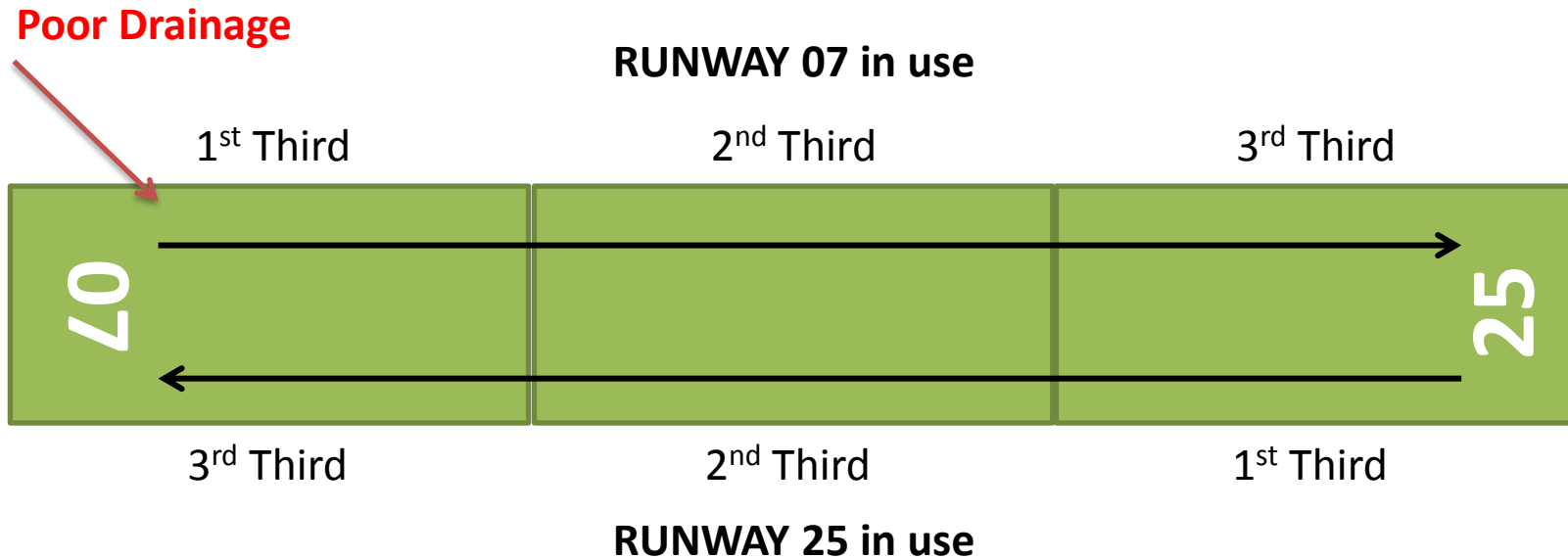
A check of the surface water must also be carried out. Use the descriptions below.

- **Dry** – No moisture is present
- **Damp** – Bare patches may show change in colour
- **Wet** – Surface is significantly soaked but no standing water
- **Very Wet** – Surface is soaked over large areas
- **Water Patches** – Standing water is visible

NOTE: To ascertain the overall condition, split the runway into thirds as is shown on the next page.

Runway Thirds

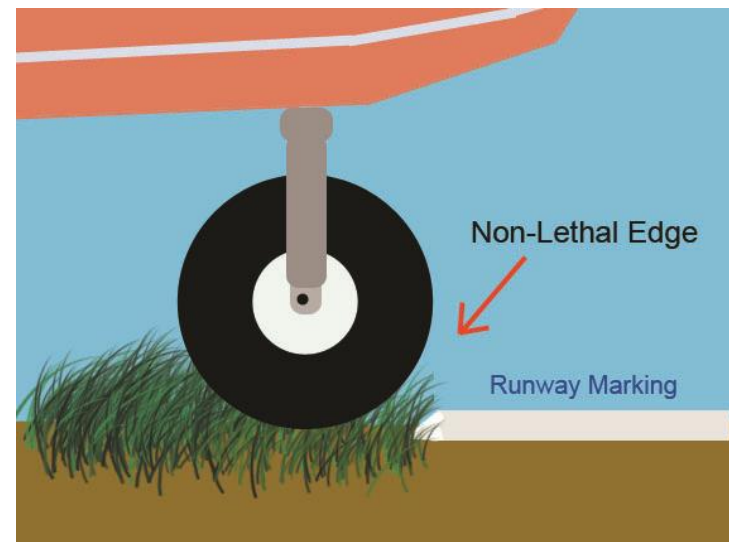
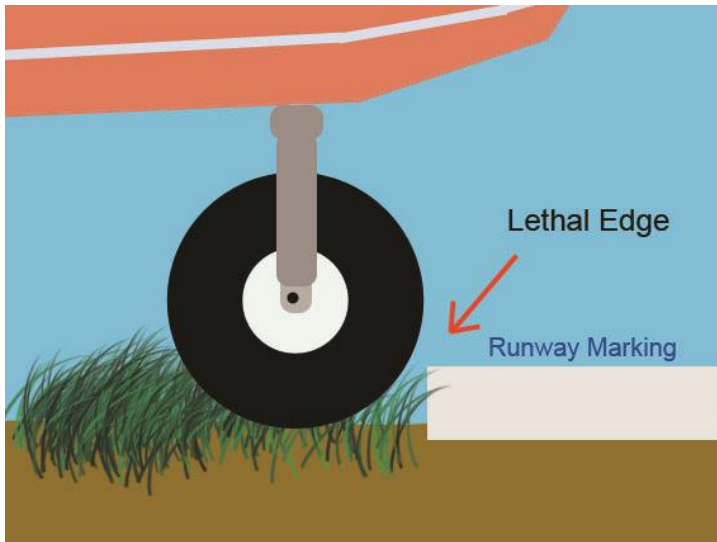
- Using this system, the Runway overall condition may be determined.



NOTE: If 2/3 of the Runway are not suitable for use by aircraft, the Airfield is likely to be closed. Glenforsa has a tradition of poor drainage at the 07 NW area and aircraft are advised to land on the high side (see arrow above).

Runway Markings

- Check the Runway Markings (white) and Runway Numbers, Paying particular attention for lethal edges.



Aircraft Parking

- Aircraft are parked on the high side – southern part of the airfield away from the Runway. Taxi to this point is normally done via the area near the centre-point of the Runway. This area is also to be well maintained and preferably no longer than 4” or 10cm grass length. (See plan below)



Windsleeves

- Check condition of windsleeves (x2) and ensure they are not damaged and move freely on pole.
- Windsleeves located near each end of Runway
- Note: Scottish Air Ambulance have a small one located centrally.



Perimeter Fence

- Check Perimeter Fence and gates to ensure the security of the airfield boundary.
- The fence is a stock-type with various gates at certain locations. The gates must be closed at all times when not in use.
- Certain parts of the fence are older than others, look for gaps where sheep from adjacent land may be able to get in.

Bird Hazard

- Check for signs of Bird Activity. And flocking birds are a particular hazard such as Geese and Gulls. Scare them away if possible but if not – report it.
- Hand clapping, vehicle horns and use of a bird distress unit has proven successful methods of dispersal. Alternate between each.



Other Equipment Checks

- Emergency Point checks
 - Fire Extinguishers and First Aid
- Signage Checks
 - Warning signs (particularly at pedestrian places)
- Radio/Weather Equipment
 - Ensure equipment turns on/off in case of immediate use. (check weather reading and report findings to Oban Airport)

Recording/Reporting

- Using The form provided, record your findings and report them to Oban Airport as soon as complete but preferably before 09:00 on 01631 527910
- Any minor defects that can be rectified immediately should be done so but still reported.



Appendix 1

Daily Inspection Record for Glenforsa Aerodrome

Runway Surface Condition	Firm – Surface is resistant when foot heel is dug into ground.	<input type="checkbox"/>	Firm
	Soft – Digging heel into ground makes marked impression.	<input type="checkbox"/>	Soft
	Very Soft – Digging heel into ground makes marked impression and displaces soft ground around it.	<input type="checkbox"/>	Very Soft
	Frozen – Surface is solid	<input type="checkbox"/>	Frozen
Surface Water Content	Dry – No Moisture is present.	<input type="checkbox"/>	Dry
	Damp – Bare patches may show a change in colour. Grass is moist to touch.	<input type="checkbox"/>	Damp
	Wet – Surface is significantly soaked but without standing water.	<input type="checkbox"/>	Wet
	Very Wet – Surface is significantly soaked over large areas.	<input type="checkbox"/>	Very Wet
	Water Patches – Whenever significant patches of standing water are visible	<input type="checkbox"/>	Water Patches
General Runway Condition	Serviceable <input type="checkbox"/>	Unserviceable <input type="checkbox"/>	
Windsleeves	Serviceable <input type="checkbox"/>	Unserviceable <input type="checkbox"/>	
Perimeter Fence	Serviceable <input type="checkbox"/>	Unserviceable <input type="checkbox"/>	
Bird Hazard	Present <input type="checkbox"/>	Not Present <input type="checkbox"/>	
If Bird Hazard Present, indicate what type and how many.			
Bird Hazard Removed	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
Radio, Weather Equipment checks.	Serviceable <input type="checkbox"/>	Unserviceable <input type="checkbox"/>	
Any other Hazards			

DATE OF INSPECTION: NAME: SIGN:

Glenforsa Inspections

Any Questions?