

Lotta Jackson

From: Lobegeier, Iain <Iain.Lobegeier@casa.gov.au>
Sent: Friday, 7 December 2018 11:35 AM
To: Lotta Jackson
Subject: RE: Reports from Norfolk Island. [SEC=UNCLASSIFIED]

UNCLASSIFIED

Hello Lotta,

Thank you for your call yesterday. We have received updates on progress being made by Council to address the pavement issues at Norfolk Island Airport and this helps us to understand the intention to complete the works in a timely and manner. We also understand the costs and logistic issues for completing a runway overlay at a remote location.

As advised during the audit process the safety findings we issue need to be legally consistent with the regulations and standards. The words in the standard are not in all circumstances prescriptive enough for a safety finding to be issued. Where a safety finding is not issued we may issue a safety observation. A safety observation may be perceived to be a lower level of finding but it is still formal notification to the authorisation holder that there is an issue to address to ensure safe operations.

The surveillances that occurred in May 2016 and November 2017 both reported pavement deficiencies for the aircraft movement area at Norfolk Island Airport. The consultants' pavement reports have also provided details of the pavement condition that are consistent with my observations.

While we cannot provide recommendations for service providers it is noted that Dr Greg White is a very well respected and very experienced aviation pavement engineer, in both the practical delivery of pavement construction with a large company, and in his academic role as the director of a research program. Therefore, we would consider that Greg's report provides a reliable assessment of the pavement conditions. Andrew's technical inspection report is also consistent.

As discussed the most significant pavement deterioration would be an area of extensive asphalt cracking cracks at the intersection of the runways. We would not normally see asphalt in this condition on airport runways. Defects like this would normally be milled out and replaced with new asphalt long before deterioration of this extent occurs. The capacity to perform this type of maintenance at your remote location has prevented the completion of patching works.

Without evidence for asphalt in the current condition remaining serviceable at other locations, it is difficult to determine how long it will be until a significant failure may occur for the extensively cracked asphalt at the runway intersection. It is also not within the scope of our role to advise when your pavement work should occur.

As a certified aerodrome operator Council is required to have and use a Safety Management System (SMS). We would expect that a decision to delay the timing of the asphalt works would be assessed and documented using the SMS. The assessment would need to consider the current aircraft operations, the risk to those operations, and the contingencies available for the provision of ongoing aerial services should a pavement failure occur within the operating strip of both runways.

For consideration in this assessment would be the published pavement strength (AIP-ERSA) that advises the pavement is suitable for aircraft with an operating tyre pressure of 1410 kilopascals, or essentially tyres that apply a pavement load almost 3 times greater than a heavily laden truck.

We look forward to your ongoing communication regarding the operation and maintenance of Norfolk Island Airport.