

Guidance Material for Organisations, Operations and Design Requirements for Aerodromes

CAP 1168



Introduction

This document is published in support of Commission Regulation (EU) No.139/2014

CAP 1168 Guidance Material for Organisations, Operations and Design Requirements for Aerodromes was produced in response to a clear need for guidance on the application of the European Aviation Safety Agency (EASA) rules contained in Decision 2014/012/R in the UK.

Purpose

The primary purpose of this publication is to provide guidance to UK Aerodrome Operators on meeting EASA requirements relating to the establishment of processes and procedures at certificated aerodromes. It supports and broadens the extent of EASA Guidance Material.

The publication also includes Alternative Means of Compliance (AltMoC) available to UK aerodrome operators should they wish to take advantage of the provision.

Amendment

This document is regularly subject to review and amendment if required.

Suggestions for improvement should be addressed to:

The Editor
CAP 1168
Safety & Airspace Regulation Group
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Revision history

Version	Date	Change
1.3	20/10/2016	Updates to UKGM3 ADR.OPS.B.035 Operations in winter conditions
1.2	18/08/2016	Changes within this amendment comprise: Alternative Means of Compliance Page 6: UK-AltMoC1 ADR.OPS.B.005 (c) Emergency Exercises - Modular period extended to four years. Certification Page 9: UKGM1 ADR.OR.B.040 (a);(b) Changes - Changes to the text to clarify scope and responsibilities. - Flow chart added to indicate the process. The Management System Page 12: UKGM3 ADR.OR.D.010 Contracted activities - New GM to describe the scope of contracted activities. Aerodrome operational services, Equipment and Installations Page 20: UKGM3 ADR.OPS.B.035 Operations in winter conditions - New GM on the introduction of runway contamination reporting. Page 27: UKGM ADR.OPS.B.045 Low Visibility Operations - Low visibility operations (LVO) content has been rearranged and new guidance material added to provide clarity on the processes involved in Low Visibility operations. Certification Specifications Page 63: - UKGM2 ADR-DSN.S.895 Serviceability levels - Minimum Percentage of Serviceable Light Fittings table added.

Contents

Introduction	2
Purpose	2
Amendment	2
Revision history	3
Contents	4
Alternative Means of Compliance	6
UKAltMoC4 ADR.OPS.B.010 (a) (2) Rescue and fire fighting services	6
UK-AltMoC1 ADR.OPS.B.005 (c) Emergency Exercises	6
Guidance Material	7
Certification	7
UKGM2 ADR.OR.B.015 (a) Application for a certificate	7
UKGM2 ADR.OR.B.015 (b) (2) Application for a certificate	7
UKGM3 ADR.OR.B.015 (b) (8) Application for a certificate	8
UKGM1 ADR.OR.B.040 (a) (b) Changes	9
UKGM1 ADR.OR.B.040 (d) Changes	10
The Management System	12
UKGM ADR.OR.D.005 (b) (c) Management system	12
UKGM3 ADR.OR.D.010 Contracted activities	12
UKGM1 ADR.OR.D.017 (a) Training and proficiency check programmes	12
Training Programmes	13
Application of Competence	14
Aerodrome Operational Services, Equipment and Installations	15
UKGM7 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities	15
UKGM1 ADR.OPS.B.020 Wildlife strike hazard reduction	17
UKGM3 ADR.OPS.B.025 Operation of vehicles	18
UKGM2 ADR.OPS.B.030 Surface movement guidance and control system	18
UKGM2 ADR.OPS.B.035 Operations in winter conditions	18
UKGM3 ADR.OPS.B.035 Operations in winter conditions	20

UKGM ADR.OPS.B.045 Low Visibility Operations	26
UKGM2 ADR.OPS.B.055 Fuel quality	31
UKGM5 ADR.OPS.B.070 Aerodrome works safety	31
UKGM3 ADR.OPS.B.075 Safeguarding of aerodromes	34
Aerodrome Maintenance	35
UKGM2 ADR.OPS.C.010 Pavements, other ground surfaces and drainage	35
Emergency Planning	36
UKGM1 ADR.OPS.B.005 (b) General	36
UKGM1 ADR.OPS.B.005 (a) Aerodrome Emergency Planning	36
UKGM2 ADR.OPS.B.005 (a) Aerodrome emergency planning	38
UKGM4 ADR.OPS.B.005 (a) Types of Emergencies	39
UKGM1 ADR.OPS.B.005 (b) Coordination with other agencies and organisations	39
UKGM3 ADR.OPS.B.005 (c) Emergency Exercises	44
Rescue and Fire Fighting Service (RFFS)	54
UKGM5 ADR.OPS.B.010 (a) Response Time	54
UKGM ADR.OPS.B.010 (a) (2) Communication and alerting systems	56
UKGM6 ADR.OPS.B.010 (a) (2) Number of RFFS personnel	56
UKGM2 ADR.OPS.B.010 (a) (2) Number of RFFS Personnel	56
UKGM5 ADR.OPS.B.010 Number of RFFS vehicles and Rescue Equipment	57
UKGM4 ADR.OPS.B.010 (a) (2) Extinguishing Agents	57
Certification Specifications	60
UKGM2 ADR-DSN.M.615 General	60
UKGM2 ADR-DSN.S.895 Serviceability levels	62

Alternative Means of Compliance

UKAltMoC4 ADR.OPS.B.010 (a) (2) Rescue and fire fighting services

Extinguishing agents

(d) the amounts of water for foam production, and of the complementary agents provided on the rescue and firefighting vehicles are in accordance with the determined aerodrome category and Table 1, except that for media substitution a maximum of 50% of complementary media or water may be replaced according to the following rates when using performance level B foam:

1. 1 kg of gaseous agent or dry powder = 0.66 litres of water.
2. 2 kg of CO₂ = 0.66 litres of water.

Note 1: If a “high performance” dry powder is used the amount required may be reduced by 50%.

Note 2: High performance dry powders should be produced in accordance with the EN 615 standards. In tests 1.5 kg of powder should extinguish a 144B tray with a surface area of 4.52 Esq.

UK-AltMoC1 ADR.OPS.B.005 (c) Emergency Exercises

As an alternative to the method of testing outlined in AMC1 ADR.OPS.B.005(c) Aerodrome Operators may wish to test their emergency plan by conducting:

1. a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding four years;
2. Periodic reviews thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.

Guidance Material

Certification

UKGM2 ADR.OR.B.015 (a) Application for a certificate

Application

An application for an aerodrome certificate in the name of the prospective aerodrome operator should be completed and returned to the CAA together with the appropriate fee for certificate issue. Documentation should be submitted in sufficient time to allow for consideration of the application by the CAA (recommended minimum is 60 days from the date a completed Aerodrome Manual is accepted by the CAA), and for the provision by the applicant of such further information and documentation as the CAA may require.

As with any new application, grant of an aerodrome certificate will be subject to the applicant satisfying the CAA on the requirements of Commission Regulation (EU) No139/2014. In addition to the aerodrome characteristics these requirements will include the demonstration of competence by the applicant to secure that the aerodrome and its airspace are safe for use by aircraft. In assessing an applicant's competence, matters taken into account by the CAA will include:

1. the previous conduct and experience of the applicant;
2. the organisation, staffing and equipment to be provided;
3. the arrangements for the maintenance of the aerodrome and its facilities and equipment;
4. the adequacy of the Aerodrome Manual; and
5. any other arrangements made including the adequacy of safety management systems.

UKGM2 ADR.OR.B.015 (b) (2) Application for a certificate

Aerodrome boundaries

The purpose of this UK guidance material is to provide more clarity to the Guidance Material included in the EASA rules (GM1 ADR.OR.B.015(b)(2) Application for a certificate).

The competent authority in the UK expects the aerodrome operator to provide a map(s) that indicates two aerodrome boundaries. The first boundary delineates the aerodrome operational boundary as described in AMC3 ADR.OR.E.005 Aerodrome Manual Part C Para. 4.2, which indicates the area used for the movement of aircraft. This may or may not

include operational areas leased to specific operators, for which the aerodrome operator will have third party oversight responsibilities.

The second boundary delineates the airport boundary as described in AMC3 ADR.OR.E.005 Aerodrome Manual Part C Para. 4.3, which may include aerodrome facilities not included in the previous boundary.

Both of the boundaries described above may be shown on the location map, if practicable, as described in AMC3 ADR.OR.E.005 Aerodrome Manual Part C Para. 4.1.

UKGM3 ADR.OR.B.015 (b) (8) Application for a certificate

Aerodrome manual

The development, transmission, storage, dissemination and change control of documents is far more efficient and easier by electronic means than with paper copies.

The Aerodrome Manual, emergency orders and details of the safety management system, if contained in a separate document(s), should be submitted in electronic form. In order to facilitate assessments of aerodrome developments and the treatment of obstacles, the aerodrome plan should be provided in paper form.

Procedures

The Aerodrome Manual and other documents specified in the rule should be submitted in either Portable Document Format1 (.pdf) or a format that can be viewed using an application within the Microsoft Office software suite (e.g. Microsoft Word).

Documents must be saved to allow opening, printing, extracting (copy) and commenting without the need to enter a password. File compression utilities should not be used. Documents received in an unsuitable format will not be accepted.

Shareware software is available to convert documents into Portable Document Format.

Submitted documentation must be complete and, if an amendment, not just the amended pages. An amendment should be clearly indicated, for example, using a line in the margin adjacent to the line containing the amendment, underlining new text, and strikethrough deleted text. Substantial amounts of amended text, e.g. complete new paragraphs or chapters, may be annotated just using a margin line.

Every document should be controlled according to the version and date of issue/applicability. All files should be named according to the following convention:

(Date as YYYYMMDD)(Aerodrome name)(Document name)(Version number)

For example: 20070122ManpoolAeroManPart1V1.0.pdf

Do not insert spaces or symbols but intuitive abbreviations may be used. An amendment record and list of effective pages should be included in the document and, where

applicable, the saved filename of a previously submitted document that is to be replaced should be notified.

Documents must not contain hyperlinks to other documents or internet/intranet addresses. Large documents may, however, be split into different parts and individual files. The part number should also be indicated in the saved filename, for example:

20070122ManpoolAeroManPart1V1.0.pdf

If a required document is split into parts, a list of the parts and, where appropriate, their relationship to each other, should be provided.

Documentation should be submitted, with suitable notification of the nature of the submission, by email only to the following address:

asddocs@caa.co.uk

Notification of receipt of a submitted document, its acceptance by the AAA Aerodromes Section or any deficiencies in the document, will be provided.

Exemption from this requirement will be considered by the AAA Aerodromes Section on request.

Submission of the Aerodrome Manual and other Required Documents

Insert: ASDDOCS@caa.co.uk

UKGM1 ADR.OR.B.040 (a) (b) Changes

Changes requiring prior approval

- (a) The EASA IR, ADR.**OR**.B.040(a)(2), requires that changes significantly affecting elements of the aerodrome operator's management system require prior approval by the Competent Authority. The CAA defines these changes to be:
 - i. Changes significantly affecting the organisation chart, policies or culture of the aerodrome operator's management system as required by ADR.**OR**.D.005(b)(1)&(2).
- (b) In addition to the "infrastructure and operational" changes required in ADR.**OR**.B.040 and its supporting AMC, the CAA requires that the additional following changes are subject to prior approval:
 - (i) Constructions affecting sightlines from VCR.
 - (ii) Developments on the movement area. (e.g. new aprons)
 - (iii) Developments which might impact on the movement area. (e.g. New or extensions to terminals or piers)
- (c) There is a requirement to include documentation to support the application of a change to infrastructure. [CAP 791](#) 'Procedure for Changes to Aerodrome Infrastructure', in particular Part 2, provides a means to meet this requirement and as such it is expected the applicant will follow the CAP 791 process when notifying such changes. Please

note however there is no 'part 3' equivalent under EASA, therefore there is no longer a requirement to complete Part 3 to conclude the process.

- (d) The application form SRS2011 for changes requiring prior approval can be found at the [Infrastructure, Safeguarding & Public Safety Zones](#) web page.
- (e) It will be necessary for the competent authority (CAA) to assure itself that the aerodrome works will be conducted safely; as such, it is suggested the applicant includes the aerodrome operator's Aerodrome Works Safety procedures, ADR.**OPS**.B.070, and reference the 'Part 2' documentation in the column 'Supporting documentation' (e.g. Safety Assurance Documentation). We will issue one approval, rather than a separate part 1 and part 2.
- (f) ADR.**OR**.B.040(b) describes other changes requiring prior approval by the CAA, which shall be applied for by the aerodrome operator prior to implementation. The list of items is included at GM1.ADR.**OR**.B.040 (a);(b)
- (g) Changes should be managed in accordance ADR.**OR**.B.040(e)&(f). Aerodrome operators should submit applications for changes at least 30 days prior to the intended implementation date to give sufficient time for the assessment and approval processes. However, engagement with the CAA at the earliest opportunity is recommended.

Note: Aerodrome Operator should be aware that significant maintenance projects may result in a secondary effect on the Certification Basis e.g. installation of new airfield ground lighting as part of a runway/taxiway rehabilitation project and may, therefore require prior approval. If the aerodrome operator is uncertain whether a maintenance project falls within the scope of prior approval, they should notify the Aerodrome Inspector who will advise them accordingly.

UKGM1 ADR.**OR**.B.040 (d) Changes

Changes not requiring prior approval

- (a) Aerodrome Operators should develop a procedure that describes the process by which changes not requiring prior approval are managed. The procedure must be approved by the CAA prior to its use.
- (b) The approved procedure should be contained within the Aerodrome Manual and cross-referenced to other formally accepted or recognised publications, and should describe the process for notifying the CAA of all changes not requiring prior approval. The timescale for frequency of notification is to be agreed by the CAA.
- (c) The scope of changes to be included in the procedure should contain all changes in the aerodrome infrastructure, its operation and management that do not meet the criteria for changes requiring prior approval.
- (d) Aerodrome Operators should be cognisant of ADR.**AR**.C.040 (f) when notifying the CAA of any changes. If the Aerodrome Operator is uncertain that a proposed change meets the intent of their procedure or the rules they should ensure the CAA is aware of the proposed change prior to implementation. This will allow the correct course of action to be applied.

CHANGES REQUIRING PRIOR APPROVAL

For example:

- Changes to the Safety Review Board (or equivalent) and Safety Services Office
- Changes to the Hazard Identification process
- Constructions affecting sightlines from VCR
- Developments on, or affecting, the movement area
- Safety critical aerodrome equipment
- Changes affecting the terms of the certificate
- Changes affecting the CB and/or SCs
- Changes affecting DAADs
- Use of an AltMoC

Submit to CAA using Form SRG2011

Submission should include all safety assurance documentation, including control of Works in Progress (CAP791, Parts 1 & 2 provide acceptable means of compliance).

The change should not take place until CAA approval has been provided.

CHANGES NOT REQUIRING PRIOR APPROVAL

For example:

- Changes to Accountable Manager postholder
- Changes to nominated persons
- Terminal extensions not affecting movement area
- Passenger walkways
- Land-locked developments, no impact on operational area
- New windsocks/relocation of windsock
- AGL replacement (like-for-like)
- New portacabins/extensions to portacabins
- Use of cranes
- Buildings/structures located away from aircraft operations (ie maintenance area)
- Unforeseen temporary reduction in RFFS
- Pre-planned maintenance and rubber removal

Develop a procedure with correct data and submit to CAA for approval

Q: Have you developed a procedure to manage such changes?

Yes

Q: Does it contain details of the notification procedure to CAA', approved by the CAA?

Yes

Q: Has CAA formally approved the procedure, either by email or letter?

The change can take place under the terms of your Procedure, following the principles of your SMS and in compliance with EASA requirements.



Documents

Document Sharing Hub

The Management System

UKGM ADR.OR.D.005 (b) (c) Management system

Guidance can be found in CAA Document [SMS Guidance to Organisations](#).

UKGM3 ADR.OR.D.010 Contracted activities

Scope

- (a) The scope of contracted activities and purchased services covers those requirements contained in Parts OR and OPS that are the responsibility of the aerodrome operator to perform. A range of these activities is described in **GM1 ADR.OR.D.010 Contracted activities** to the regulation.
- (b) The Implementing Rule (IR) is only applicable should the aerodrome operator 'contract' or 'purchase' any activity(s) it is responsible for under the regulation to another company. Examples of contracted activities may include:
- (1) grass cutting;
 - (2) wildlife control;
 - (3) pavement maintenance;
 - (4) electrical maintenance;
 - (5) apron management, etc.

Examples of purchased services may include:

- (1) aerodrome design;
 - (2) specialist repairs to infrastructure, systems or equipment;
 - (3) procedure development;
 - (4) demonstration of compliance, etc.
- (c) Regardless of whether the activities are subject to contract or purchase, it remains the aerodrome operator's responsibility to approve and maintain oversight the organisation providing the service.

UKGM1 ADR.OR.D.017 (a) Training and proficiency check programmes

Further guidance and information on training and education can be found on the Learning and Skills Improvement Service website¹.

¹ <http://www.excellencegateway.org.uk>

Training Programmes

Introduction

AMC1 ADR.OR.D.017(a) in section 1.8 sets out the requirements of a training programme. This guidance gives more detail in developing programmes of the requirements as they relate to specific tasks.

Further guidance on training programmes is available in the documents listed below:

Aerodrome Data

- ICAO Annex 15;
- World Geodetic System (WGS) -14;
- A Quality Management System (QMS).

Aerodrome Emergency Planning

- [CAP 168](#), Chapter 9;
- Civil Contingencies Act 2004;
- Government Guidance - Emergency Response and Recovery²;
- National Occupational Standards (NOS) for Aviation Operations on the Ground - PPLAOG04 Maintain and implement aviation emergency procedures.

Rescue and Fire Fighting Services (RFFS)

RFFS training guidance is described in [CAP 699](#).

Aerodrome Operations

- CAP 168;
- National Occupational Standards (NOS) for Aviation Operations on the Ground³.

Wildlife Management

- CAP 772;
- National Occupational Standards (NOS) for Aviation Operations on the Ground - PPLAOG21 Contribute to wildlife control.

Operation of Vehicles

- [CAP 790](#)

2 <https://www.gov.uk/guidance/emergency-response-and-recovery>

3 <http://nos.ukces.org.uk/Pages/index.aspx>

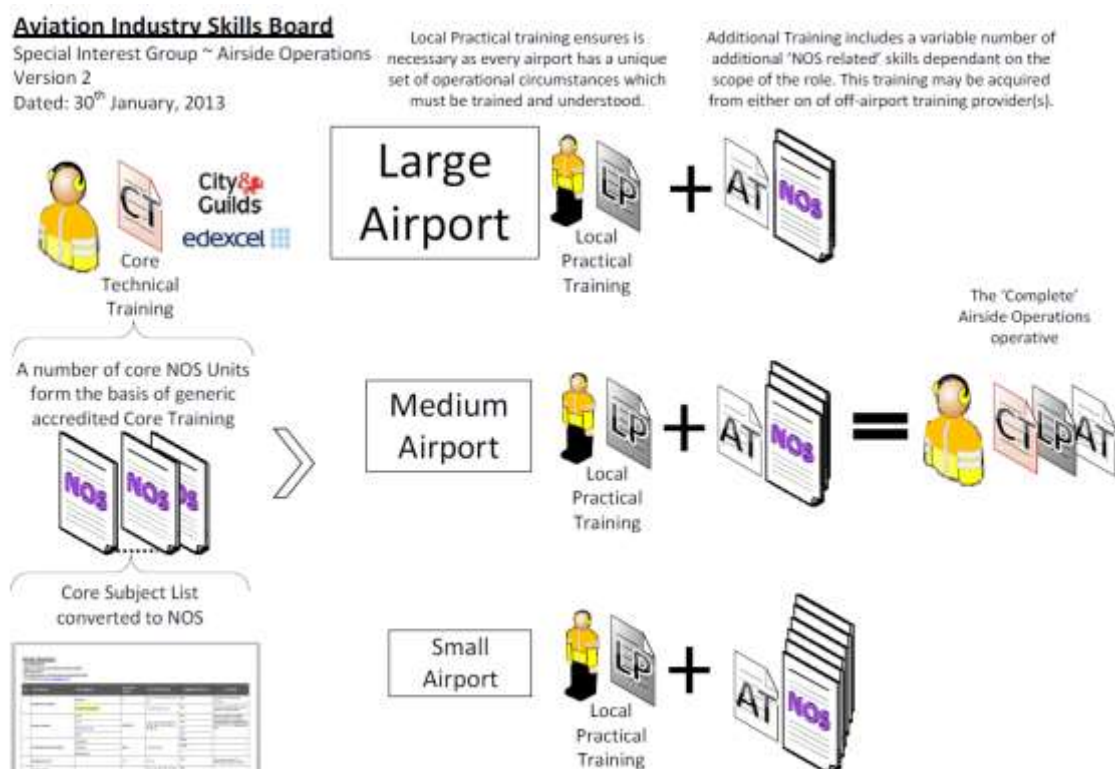
Aerodrome Works Safety

- CAP 168, Chapter 2;
- National Occupational Standards (NOS) for Aviation Operations on the Ground - PPLAOG18 Carry out airside maintenance operations.

Aerodrome Maintenance

- CAP 168 Chapter 2;
- National Occupational Standards (NOS) for Aviation Operations on the Ground:
 - PPLAOG18 Carry out airside maintenance operations;
 - PPLAOG40 Monitor airfield condition and operations;
 - PPLAOG53 Inspect and maintain aeronautical ground lighting systems;
 - PPLAOG54 Inspect and maintain ground power units;
 - PPLAOG55 Inspect and maintain ground lighting; serviceability
 - PPLAOG20 Inspect airside pavement surfaces and systems.

Application of Competence



Aerodrome Operational Services, Equipment and Installations

UKGM7 ADR.OPS.B.015 Monitoring and inspection of movement area and related facilities

Aerodrome pavements to runways, taxiways and aprons are critical to ensure that hazards to aircraft are minimised and to the safe, efficient and economic operation of an aerodrome. As such they represent a significant capital investment that must be preserved in a suitable condition for the particular demands of aircraft operations.

Aerodrome pavements are complex structural systems and their performance depends on a large number of variables relating to the unique mix of aircraft operations, pavement materials and environmental conditions at each aerodrome. As with all aerodrome assets, the most effective means of preserving these pavements in a suitable condition is to implement appropriate inspection and maintenance procedures.

Aerodrome operators should be aware of the importance of timely and disciplined core runway inspections and have suitable procedures to ensure that such inspections are undertaken effectively. Regular inspections should be planned so as to ensure that an appropriate level of vigilance is maintained at all times. These will also improve the level of understanding of the changes under local conditions and allow for maintenance activities to be proactive. The inspections should address the following related items:

- Inspection of the runway surface condition, including water drainage characteristics;
- FOD detection and removal;
- Aeronautical ground lighting fittings within the pavement including the structural integrity of the fittings;
- Signage, markings and other visual aids;
- Cleared and graded areas;
- Wildlife control and the removal of remains.

A runway inspection involves the deliberate entry of an active runway. It is therefore essential that any hazards associated with this activity are identified and addressed so that each agency with an inspection duty has a clear understanding of what is involved and how the task is carried out safely.

All personnel with a task that involves entering a runway should clearly understand their responsibilities and the identified hazards. This training should be recorded and a system of review should be established so that new hazards can be identified and new training needs satisfied.

The aerodrome operator should ensure that the development and use of runway inspection procedures are addressed in the safety management system employed at the aerodrome.

Documentation

All aerodrome inspections, maintenance activities and matters arising from such should be formally documented by the aerodrome operator and records maintained for future reference.

Each inspection should include a reporting mechanism to ensure that appropriate action is taken. Reports should include details of the task(s); any remedial action(s) necessary or taken; should identify the person/agency responsible for undertaking the task and/or further action; and should identify the timescale by which it should be completed.

Daily Inspections

The movement area should be inspected by aerodrome operations staff at least twice a day, although this may be increased dependent upon the movement rate and duration of operations, but the inspections should be spread over the main times of operational activity.

Inspections planned to take place during the hours of darkness may need to be done in a different manner from those undertaken during the daytime, with consideration being given to the presence of vehicles, people, lighting etc. The inspection should check the current suitability for aerodrome operations and the presence of FOD. Inspections may be undertaken from a vehicle travelling at a speed suitable to the task.

Weekly Inspections

All aerodrome pavements within the movement area should be inspected in more detail at least once a week.

The inspection should check the integrity of the aerodrome pavements and should give particular attention to those areas subject to high loads such as departure taxiways, thresholds and high speed operations. High levels of jet blast are known to be a cause for concern. Inspections should be undertaken preferably on foot but may be made from a slow moving vehicle.

Annual Inspections

All pavements within the movement area should be subject to inspection by a professional qualified engineer at least once a year. Inspections should be undertaken on foot and should cover the whole of the movement area or a statistically significant sample.

Optional Inspections

Specific additional on-runway inspections, for example, wildlife hazard control or FOD detection, might be undertaken by a single vehicle and should be carried out at an appropriate speed for effective monitoring.

Off-runway observations may be taken from various vantage points, such as the edge of the clear and graded area, holding points, taxiways or tracks. Observations should be carried out from a stationary vehicle, with binoculars. These types of inspections may only be possible during daylight hours and, if utilised, should be integrated with the core 'on-runway' inspections.

Daily runway lighting checks are normally undertaken in order to identify unserviceable lamps and possible failures of light fittings. It might be possible to incorporate inspections of particular areas of the runway at the same time. These inspections will need to integrate with the other on-runway inspections and be flexible in timing to cater for the variability of the onset of night.

Runway walking inspections can provide a more thorough examination of the runway. The number of full walking inspections planned for each year will depend upon the age and use of the runway surface, and the level of operations undertaken at each aerodrome. Suitable opportunities for this type of inspection may include during and after periods of maintenance, when engineering staff are working on the runway.

A runway inspection should be conducted in the vicinity of the working area after completion of the works to ensure that tools, machinery and other forms of FOD are not present. This is particularly important after works at night where there is a greater risk of the misplacement of work items.

Detailed Pavement Inspection and Evaluation

The inspection procedures described in paragraphs 3-6 above address the functional condition of the surface of the aerodrome pavement but do not consider the structural condition of the pavement construction as a whole. In order to monitor the change in the condition of aerodrome pavements over time, it is recommended that aerodrome authorities establish a formal index to define pavement condition.

The pavement structure has a limited operational life that will be related in part to the declared Pavement Classification Number (PCN). The aerodrome should review declared PCN values in the light of the functional condition.

A detailed pavement inspection of functional condition should normally be undertaken every 2-4 years and a detailed pavement structural evaluation every 5-10 years. However, the frequency will depend on the age, condition and usage of each area.

The regular inspection and evaluation of aerodrome pavements can be the first step in establishing a formal management system that will provide significant advantages to aerodromes by improving the ability to predict, plan and budget for future maintenance work. A number of computerised systems are available.

UKGM1 ADR.OPS.B.020 Wildlife strike hazard reduction

See [CAP 772](#) for further guidance.

UKGM3 ADR.OPS.B.025 Operation of vehicles

See [CAP 790](#) for further guidance.

UKGM2 ADR.OPS.B.030 Surface movement guidance and control system

The Siting of Aids to Navigation within Runway Strips

Any aids to air navigation to be sited within a runway strip should be made as light and as frangible as design and function will permit. In this context a frangible object is one which retains its structural integrity and stiffness up to a desired maximum load, but when subjected to a greater load than desired will break, distort or yield in such a manner as to present the minimum hazard to an aeroplane.

The height of any object which is permitted within a runway strip should be kept to the minimum for the particular site and function of the equipment.

UKGM2 ADR.OPS.B.035 Operations in winter conditions

To allow aircraft movements to take place, snow, slush and ice should be removed from as much of the movement area as is required for safe operations. When snow banks remain at the edge of a cleared section of the movement area they should not exceed the profiles given in Figures 3.8 and 3.9 below.

Aerodromes and airports listed as either a 'Regular' or an 'Alternate' in the current edition of ICAO Air Navigation Plan – European Region are required to draw up a snow plan in accordance with the national Snow Plan. Other aerodromes can be included in the National Snow Plan on request to the CAA.

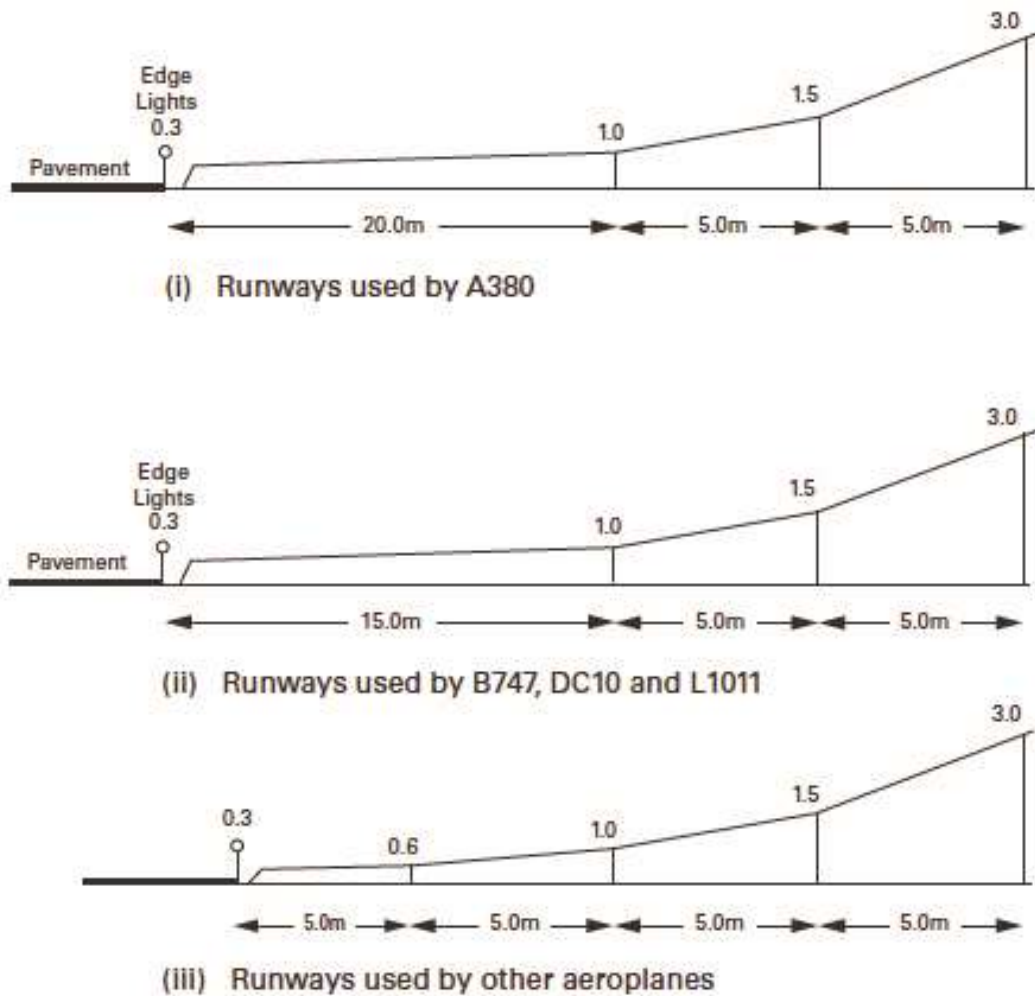


Figure 3.8 Acceptable profiles of snowbanks showing maximum height in metres