

Issued: 12 January 2015

Winter Operations on Licensed/Certificated Aerodromes

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	All Aerodrome Licence/Certificate Holders
Air Traffic:	All ATS
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All AOC Holders and General Aviation Pilots
Licensed/Unlicensed Personnel:	All ATCOs

1 Introduction

- 1.1 Over the past five years' winters there have been a number of well publicised weather events which led to severe disruption in the transport infrastructure across the UK.
- 1.2 Joint efforts by the CAA and partners from affected parts of the aviation industry subsequently resulted in successful trials to correct the lack of timely, accurate and complete information about the runway state, and any contamination, during periods of adverse weather.
- 1.3 The purpose of this Information Notice (IN) is to remind aerodromes and their users of the additional runway condition reports available during operations on certain types of surface contamination.
- 1.4 This IN supersedes IN 2013/181 Winter Operations 2012/2013 Runway Contamination Assessment Trial Report and Ongoing Procedures.
- 1.5 CAP 746 Requirements for Meteorological Observations at Aerodromes, Chapter 4, Paragraph 4.138 does not apply whilst this IN is in force.

2 Scope

- 2.1 The contents of this IN apply to any UK Licensed/Certificated Aerodrome intending to offer continuing runway operations on certain types and depths of contamination. It contains two

tables which can be used as templates to help enable runway inspection teams assemble reports in a clear and consistent manner.

3 Further Information

- 3.1 The following paragraphs contain good practice advice and guidance with regard to winter operations and the promulgation of information to operators and other aerodrome users.
- 3.2 During adverse weather, any significant change in runway state should be observed, measured and promulgated without delay. Feedback from aircraft operators has indicated that data linked to the type, depth and extent of contamination of the runway (and/or taxiways and aprons) can be incomplete or out of date.
- 3.3 To help provide a fuller picture, the runway surface condition should be assessed and reported, giving details of the type, depth and extent of contamination for each third of the runway. The following reporting format is intended to promote consistent reporting:

Table 1

Format:

Touchdown Zone % coverage, type, depth

Mid Point % coverage, type, depth

Stop End % coverage, type, depth

Descriptor if required (e.g. snow banks, restricted runway, width, etc.)

Runway	Touchdown Zone			Mid Point			Stop End		
	% cover	Type	Depth	% cover	Type	Depth	% cover	Type	Depth
Xx									
Yy									

- 3.4 Having assessed the runway state, consideration should be given to the most effective means of passing accurate and relevant information to operators intending to use the runway. This can be achieved in several ways:
- a) ATIS;
 - b) SNOWTAM (Form CA1272);
 - c) Runway State Groups appended to METAR, and;
 - d) Plain language broadcast by ATC.

Where provided, the ATIS broadcast should be populated with additional data gathered from the runway condition assessment.

- 3.5 It is only the complete picture as described above that can inform operators intending to use a runway as to its condition. It is therefore imperative that Aerodrome Licence/Certificate

Holders make every effort, during severe winter weather, to ensure that the fullest report possible is made available, promulgated by all the available means, and kept up to date.

- 3.6 **Table 2** is commonly referred to as the Matrix. Use of the Matrix during periods of precipitation has been shown to help aerodrome authorities remain operational beyond the time where traditionally the runway has been closed for sweeping. By paying close attention to the type and depth of contamination, estimated braking action can be given using words familiar to crews and in context.
- 3.7 The Assessment Procedures (**See Attachment A**) should be read in conjunction with the Matrix.

4 Queries

- 4.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Airspace, ATM and Aerodromes
Safety & Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

E-mail: asddocs@caa.co.uk

5 Cancellation

- 5.1 This Information Notice will remain in force until 1 May 2015.