

Issued: 25 October 2016

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:	Not primarily affected

1 Introduction

- 1.1 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.
- 1.2 **CAP 746** Requirements for Meteorological Observations at Aerodromes, Chapter 4, Paragraph 4.138 does not apply whilst this IN is in force. That is until 30 April 2017.
- 1.3 This IN supersedes IN-2015/001 'Winter Operations on Licensed/Certificated Aerodromes'.

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.

3 Further Information

- 3.1 Following a series of trials between 2010 and 2013, the CAA introduced revised arrangements for the assessment and reporting of runway contamination, which were published in IN-2013/181. This was followed by IN-2015/001 'Winter Operations on Licensed/Certificated Aerodromes', which was published in January 2015; both these INs are now superseded.

- 3.2 The CAA/Industry Winter Information Group recently met and updated guidance material previously published in IN-2015/001, as well as updating the runway assessment matrix. The revised information has been published in **CAP 1168** 'Guidance Material For Organisations, Operations And Design Requirements For Aerodromes', as UKGM3 ADR.OPS.B.035 'Operations in Winter Conditions'.
- 3.3 This assessment and reporting of runway contamination is consistent with the work of the ICAO Friction Task Force, which produced a reporting format for global usage from 2020. The updated matrix is that used in the trials that took place between 2010 and 2013 and subsequently. It reflects the ICAO and other international work.
- 3.4 The procedures in CAP 1168 should be used by any licensed or EASA certificated aerodrome intending to operate in periods of winter runway contamination by reference to the runway condition assessment tools described in that CAP.
- 3.5 All aerodromes may use the runway assessment matrix. Those aerodromes that did not participate in the trials or which have not yet used the matrix may wish to contact the CAA via their nominated Aerodrome Operations Inspector, for a detailed briefing.
- 3.6 In using the procedure each aerodrome should (as part of its own risk assessment process) confirm that the process is acceptable for its own particular circumstances. The depth limits in the matrix should be taken as absolutes but aerodromes may set more conservative operating limits to reflect its own circumstances e.g. not to offer a runway classified as 'Medium Poor' because of factors such as crosswind, length of LDA, size of aircraft, during resurfacing.

4 Queries

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

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

E-mail: aerodromes@caa.co.uk

5 Cancellation

- 5.1 This Information Notice will remain in force until 30 April 2017.