

3.2 AERODROME OPERATOR

REF	RECOMMENDATION	OWNER	IMPLEMENTATION DATE	GUIDANCE
3.2.1	Ensure that runways are constructed and refurbished to ICAO specifications, so that effective friction levels and drainage are achieved.	Aerodrome Operator	Immediate	APPENDIX B
3.2.2	An appropriate program should be in place to maintain the runway surface friction characteristics by removal of contaminants.	Aerodrome Operator	Immediate	APPENDIX B
3.2.3	If provided, ensure that appropriate navigation aids (e.g. ILS, AGL, PAPIs), and surface markings are maintained in accordance with ICAO Standards and Recommended Practices, to promote the accurate landing/touchdown point.	Aerodrome Operator	02 January 2014	APPENDIX B
3.2.4	Ensure that the runway holding points are clearly marked, signed and if required, lit. Consider the use of signage at the runway holding points used for intersection takeoffs to indicate the Takeoff Run Available (TORA).	Aerodrome Operator	02 January 2014	APPENDIX B
3.2.5	Ensure robust procedures are in place for calculating temporary reduced declared distances e.g. due to work in progress on the runway. When reduced declared distances are in operation, ensure that the temporary markings, lighting and signs accurately portray the reduced distances and that they are well communicated, and transferred to States aeronautical information services for publication.	Aerodrome Operator	Immediate	APPENDIX B
3.2.6	If runway contamination occurs or is changing assess the runway conditions.	Aerodrome Operator	Immediate	APPENDIX B
3.2.7	Ensure robust procedures are in place for communicating safety significant information regarding changing surface conditions as frequently as practicable to the appropriate air traffic services.	Aerodrome Operator	Immediate	APPENDIX B
3.2.8	In accordance with ICAO provisions, wind sensors and wind direction indicators (wind socks) should be sited to give the best practicable indication of conditions along the runway and touchdown zones.	Air Navigation Service Provider. MET Office, Aerodrome Operator.	02 January 2014	APPENDIX B
3.2.9	Consider equipping for digital transmission of ATIS, as appropriate.	Air Navigation Service Provider. MET Office, Aerodrome Operator.	02 January 2014	APPENDIX B

NOTE:

To mitigate the effect of a runway excursion it is agreed that runway end safety areas (which may include arresting systems) and runway strips are useful, although they are not excursion prevention measures.

Runway strips and RESAs are the subject of ICAO Standards and Recommended Practices.