



WINTER WASH UP MEETING 2
12 July 2010, CAA, Aviation House, Gatwick Airport

Attendees:

Chris Farnaby	CAA – Aerodrome Standards (Chair)
Sarah Doherty	CAA – Aerodrome Standards (Secretary)
Dave Whittington	BAA
Ian Witter	BAA
Peter Cox	BALPA
Rob Cooke	Birmingham Airport
Paul Cissell	British Airways
Steve Rough	British Airways
Graeme Ritchie	CAA – Aerodrome Standards
Justin Rothwell	CAA – Aerodrome Standards
Andrew Badham	CAA – Air Traffic Standards
Andy Hughes	CAA – Air Traffic Standards
Garth Gray	CAA – Flight Operations
Jerry Stubbs	CAA – Flight Operations
Ron Hopkins	Douglas
Jim Pegram	easyJet
George Farquhar	HIAL
Fiona Longford	Infratil Airports
Dean Terry	Manchester Airport
James Wood	Manchester Airport
Steve Enright	Servisair
Rich Jones	UK Flight Safety Committee
Paul Crowley	Virgin Atlantic

Apologies:

David Leask	Findlay Irvine
Rad Taylor	Manchester Airport
Robin MacRae	HIAL

1. Welcome and Introductions

The Chairman welcomed everyone to the meeting and there were introductions around the table. The objectives of the meeting were:

1. To confirm the policy on passing of friction data to flight crew.
2. To reaffirm the position on:
 - Clearing contamination from runways
 - Aircraft operations on contaminated runways
 - Passing of runway contamination information
3. Clearing contamination from the rest of the aerodrome.

During a wide-ranging discussion the following key points were raised:

Passing of Friction Data - Despite the CAA policy of not passing on runway friction data to flight crews (other than for compacted snow or ice), some airlines are still requesting runway friction data from airports. The CAA indicated that there is no change to the current policy, as they are waiting for the output of the TALPA ARC trials currently being undertaken by the FAA. The policy may be reviewed once the results of the TALPA ARC trials are known, but this will not be in time for the forthcoming winter operations.

Passing of Runway Contamination Information – There is inconsistency amongst UK airports when it comes to passing information on contaminant and depth, with some airports not passing any information at all. There was broad agreement amongst the airports present that the intention would be to clear to black top and so provide a wet runway. Reports of runway conditions may include type and depth of contamination, location and % of runway covered (which is usually done for each 3rd of the runway) and weather information. The general feeling from the flight operations community present was that they would prefer as much of this information to be passed as possible.

PIREPS – There was discussion regarding the validity and appropriateness of passing on Pilot Reports. Notwithstanding this there was broad support for PIREPS, but clarity would be required on their content and use.

Snow Plan – There was a request for the CAA to review CAPs and other guidance as it was felt that the snow plan information is not consistent.

[Post-meeting note: The CAA will review the snow plan information in the AIP and CAP 168 Appendix 3D, which includes procedures for aerodromes participating in the National Snow Plan.]

Mu-Meter Readings in Slush – The current CAA position that mu-meter readings cannot be relied upon in slush was questioned by the mu-meter manufacturer. The CAA agreed to review the research results for using the mu-meter in slush with the manufacturer.

Survey – It was reported that Gatwick Airport had conducted a survey of users regarding their snow clearance operations and there was a request for the CAA to run a similar survey.

[Post-meeting note: The CAA believes that there is now insufficient time for a survey to be conducted and for the results to be analysed before the start of the winter operations this year. Additionally, it believes that this is best addressed locally, through the airport local consultation and operating arrangements.]

TALPA ARC Matrix – Although the TALPA ARC matrix has yet to be validated, there were suggestions that certain elements of the matrix could be implemented in advance of the validation of the runway friction readings. The progress of the research was noted.

[Post-meeting note: Until the FAA trials have been completed and the results fully analysed and published, the UK CAA is not in a position to approve the use of the TALPA ARC matrix, although some UK operators have alerted their crews, especially those operating to the USA, to the existence of the matrix and its methodology. The CAA continues to be involved in the international work on TALPA ARC and awaits the results of the trials with interest.]

GHOST – The CAA took an action to pass on the winter wash up notes to the joint CAA/industry Ground Handling Operations Safety Team (GHOST). The notes of the first meeting have already been shared.

The main conclusion of the discussions was that there is a large amount of existing information on winter operations, across a number of documents. It was agreed that a small working group (involving a couple of airlines, a couple of aerodromes and selected CAA representatives) will be convened, with the aim of reviewing and updating the existing information and publishing the 2010/11 winter operations documents (NOTAL, AT SIN and FODCOM) by the end of September 2010 so that there is a clear winter operations policy.

[Post-meeting note: the Winter Information Group has now been convened and the first meeting is scheduled for 29 July. Thank you to all of the volunteers.]

**Notes prepared by Sarah Doherty
28 July 2010**