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CRD b.2 ***Resulting Text of Annex I - Definitions***	5 & 12	1. - Contaminated runway definition & Wet runway definition	The depth for loose snow in the definition of a contaminated runway is no longer considered appropriate (see justification). The definitions of contaminated and wet runways should be corrected as follows:- Contaminated runway 'Contaminated runway' means, for the purpose of determining airplane performance a runway of which more than 25% of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by the following: (i) Surface water more than 3 mm (0.125 in) deep, or by slush, or loose snow, equivalent to more than 3 mm (0.125 in) of water; (ii) Snow which has been compressed into a solid mass which resists further compression and will hold together or	This depth was derived assuming it meant loose dry snow and was based on an equivalency, in terms of its effect on airplane acceleration with 3 mm (0.125 in) of water. At the time this definition was formulated, the Joint Aviation Authorities (JAA) requirements did not have a separate definition for wet snow. Wet snow was considered to be indistinguishable from slush, and hence, not considered to be "loose snow." In addition, any depth of snow (either wet or dry) greater than 3 mm should be considered contaminated just like slush or water. While dry snow at this depth may not have a significant effect on acceleration, it will result in lower friction levels than a normal wet runway, which is what it would be considered under the Amendment 33 (at depths up to 20 mm). This is a significant safety concern.

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			break into lumps if picked up (compacted snow); or (iii) Ice, including wet ice. is considered to be contaminated when more than 25 percent of the runway surface area (whether in isolated areas or not) within the required length and width being used is covered by: (i) water, slush or snow more than 3 mm (0.125 in) deep; or (ii) any depth of compacted snow or ice, including wet ice. Wet runway 'Wet runway' means, for the purpose of determining aircraft performance a runway of which the surface is covered with water, or equivalent, less than specified by the 'contaminated runway' definition or when there is sufficient moisture on the runway surface to cause it to appear reflective, but without	

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			significant areas of standing water.	
CRD b.2 ***Resulting Text of Annex I - Definitions***	6	1. – Elevated final approach and take-off area	Amend the definition of 'Elevated final approach and take-off area' to include 'elevated aerodrome' as the term is used in CAT.OP.AH.245 'Elevated final approach and take-off area (elevated FATO) or aerodrome' means a FATO or aerodrome that is at least 3 m above the surrounding surface.	Clarification of meaning.
CRD b.2 ***Resulting Text of Annex I - Definitions***	6	1. - Dry runway	The definition of a dry runway should not refer to '… specially prepared with grooves or porous pavement and maintained to retain 'effectively dry' braking action even when moisture is present'. It has become known since this definition was originally developed that 'effectively dry' braking action can **NEVER** be achieved in the presence of moisture, so it is not correct (i.e. it is unsafe) to offer it as a possibility in this definition. These words are also causing aerodrome operators a problem as it	There are many paved surfaces designed to improve braking characteristics in the presence of moisture. Referring only to grooves and porous pavement has been shown in practice to be too prescriptive. Instead reference should be made to demonstrated skid resistant surfaces. However, if they are not maintained the surface will not perform as the manufacturer intends and the performance of the surface will degrade with time. As a result of the current definition, many States/Operators assume that such

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			limits options for introducing newer, potentially safer, surfacing materials in lieu of grooved/PFC surfaces. Nevertheless, it should remain the intent that the improved braking characteristics associated with **skid resistant** wet runways should still be available to operators, provided that certain other elements are in place (e.g. runway surface maintenance programme and AFM performance data being available). Accordingly, a new definition for skid resistant wet runways could be introduced to enable operators to take the appropriate amount of credit, using approved performance data. It is proposed that the definition of a dry runway be corrected as follows and a new definition of a skid-resistant runway introduced:- ‘‘Dry runway’ means, **for the purpose of determining aeroplane performance** a runway which is ~~neither wet nor contaminated, and includes those paved runways which have been~~	prepared surfaces always allow the use of dry runway performance on wet runways; this is fundamentally not the case. References to specially prepared runway surfaces with demonstrated and maintained skid resistant properties should be included as AMC or GM material.

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			~~specially prepared with grooves or porous pavement and maintained to retain 'effectively dry' braking action even when moisture is present.~~ **clear of contaminants and visible moisture within the required length and width being used.** Add a new definition as follows:- **Skid resistant runways means a type of paved runway surface that has been prepared to improve braking characteristics when wet.**	
CRD b.2 ***Resulting Text of Annex I - Definitions***	10	Annex I – Definitions for terms used in Annexes II-VI	Three Aeroplane Performance Classes (A,B,C) are specified but they all exclude single turbojet aeroplanes. What is the performance category for an aeroplane powered by a single turbojet engine? Additional text is required to include single turbojet aeroplanes in the appropriate class; or another performance class is needed for these.	The definitions do not cover all aeroplanes that already exist.

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CRD b.2 ***Resulting Text of Annex I - Definitions***	10	Annex I – Definitions for terms used in Annexes II-VI	Aeroplane Performance Class B refers to “propeller engines” which is not precise. Does this mean turbo-propeller engines and reciprocating engines? Replace “powered by propeller engines” with “powered by turbo-propeller engines or reciprocating engines”.	The definition is not clear.
CRD b.2 ***Resulting Text of Annex I - Definitions***	13	AMC1-DEF.100 paragraph 1.	The definition of the accelerate-stop-stop distance available (ASDA) should be transferred to Annex I	This definition is not advisory material (it is used in the IRs) and should appear in Annex I; the definitions of TODA, TORA and LDA which have similar status, all appear in Annex I already, so the definition of ASDA appearing in Annex II is inconsistent.

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CRD b.2 ***Resulting Text of Annex I - Definitions***	13	AMC1-DEF.100 paragraph 4.	The definition of a damp runway should be deleted.	The alleviation provided by CAT.POL.A.105(d) is technically incorrect, and should be removed (see related UK CAA comment on dry runway definition). Furthermore, performance for damp runways is not currently determined or scheduled by the certification rules, so reference to damp runways in the operating rules is superfluous. The revised definitions of dry, wet and contaminated runways offered in other UK CAA comments clarify all these issues and should be adopted.