

AOP 24 -
Movement Area,
Drainage
Inspection and
Runway Friction
Assessment

It is a requirement under ICAO Annex 14 Chapter 10, for Leeds Bradford Airport to effectively monitor the surface friction characteristics of the runway and clearly demonstrate the method used, analyse the results and initiate subsequent actions.

It is the responsibility of the Air traffic Engineering Department to undertake the assessment of runway surface friction characteristics and to produce the results for trend analysis.

The runway surface friction characteristics are measured in accordance with CAP 683 'The Assessment of Runway Surface Friction Characteristics' using the Douglas Mu-Meter MK6 Continuous Friction Measuring Equipment (CFME).

Aircraft movements at Leeds Bradford Airport require a runway classification inspection every 11 months, however Leeds Bradford Airport conduct two inspections to coincide with the annual runway maintenance program.

A Surface friction inspection is conducted by the Air traffic Engineering Department towing a water bowser and Mu-Meter along the Runway at set distances from the centreline. The bowser will self-wet the runway to 0.5mm water depth in order to determine Runway Friction levels. It is anticipated that 12 full-length runs will be required and approximately 2 hours runway time will be required. It is anticipated that the full assessment will take approx. 4 hours in total (subject to aircraft movements) to allow for bowser refilling and calibration.

When the friction of a significant portion of a runway is found to be below the minimum friction level value, a NOTAM should be filed specifying which portion of the runway is below the minimum friction level and its location on the runway, and take immediate corrective action.

1.4.1 Assessment Conditions

- Works will take place during daylight hours subject to scheduled movements.
- The work will be continuous except in LVPs when work will only proceed subject to approval by ATC. The runway and apron will be vacated prior to commencement of any aircraft movements.
- It is possible to vacate the Runway at the end of one complete run, or abort a run should it be operationally necessary. N.B. 32 Emergency Access Road cannot be used due to the gradient of the road.
- The runway surface should be free from precipitation during the assessment, with no wet patches.
- The assessment should be conducted at an ambient air temperature above 2°C.
- Dampness, fog and mist conditions, along with cross-winds might affect the outcome of the assessment, therefore ATE should consider these, prior to and during the assessment.

- A full process plan is detailed in the LBA Runway Friction Assessment document (held by SATE)