

Rachel Daeschler  
Deputy Strategy & Safety Management Director  
and Head of Safety Intelligence & Performance  
Department

2017(D)52721  
MCOL/RBE/SM.1  
Cologne,

02. JUNI 2017

Board of Accident Investigation  
(Statens Haverikommission / SHK)

**Mr Hans Ytterberg**

Director General

P.O. Box 12538

10229 Stockholm

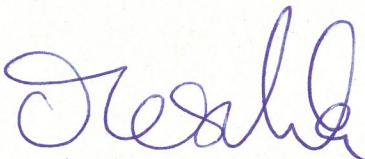
Sweden

**Subject:** Safety recommendation related to the event to BAE - ATP registered SE-LLO,  
on 06/04/2016, at Vilhelmina Airport, Västerbotten County - Sweden

Dear Mr Ytterberg,

Following the Safety Recommendation mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,



Rachel Daeschler

Copy: Air Operations  
Certification Director  
Flight Standards Director  
Strategy & Safety Management Director

**Subject:** BAE - ATP registered SE-LLO, on 06/04/2016, at Vilhelmina Airport, Västerbotten County - Sweden

**Reply to Safety Recommendation SWED-2017-005 received on 05/04/2017**

<b>Safety Recommendation:</b>	The EASA is recommended to: Introduce generic performance corrections for aeroplane operations on surfaces contaminated with slush or water. (RL 2017:0e R1)
<b>Response:</b>	<p>The current regulatory framework addresses the risks associated with aeroplanes landing on contaminated runways, such as:</p> <p>Commission Regulation (EU) No 965/2012 on air operations:</p> <ul style="list-style-type: none"> <li>• For wet and contaminated runways, performance data determined in accordance with applicable standards on certification of large aeroplanes or equivalent shall be used, and shall be specified in the operations manual (sub-paragraphs (b) and (c) of CAT.POL.A.200).</li> <li>• If the performance data has been determined on the basis of a measured runway friction coefficient, the operator should use a procedure correlating the measured runway friction coefficient and the effective braking coefficient of friction of the aeroplane type over the required speed range for the existing runway conditions (AMC1 CAT.POL.A.200).</li> <li>• Contaminated runway means a runway of which more than 25 % of the runway surface area within the required length and width being used is covered by: 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; snow which has been compressed into a solid mass which resists further compression and will hold together or break into lumps if picked up (compacted snow); ice, including wet ice (sub-paragraph (25) of Annex I 'Definitions).</li> <li>• Before commencing an approach to land, the commander shall be satisfied that, according to the information available to him/her, the weather at the aerodrome and the condition of the runway or final approach and take-off area intended to be used should not prevent a safe approach, landing or missed approach, having regard to the performance information contained in the operations manual (see CAT.OP.MPA.300).</li> <li>• Provisions under CAT.POL.A.235 and CAT.POL.A.335 for aeroplanes landing on wet and contaminated runways.</li> </ul> <p>Certification Specifications (CS) and Acceptable Means of Compliance (AMC) for large aeroplanes:</p>

	<ul style="list-style-type: none"> <li>CS 25.1591 requires performance information to be contained in the Aircraft Flight Manual or a statement to prohibit operations on contaminated runways. The derivation and methodology of such performance information is described in AMC 25.1591.</li> </ul> <p>The above-mentioned provisions, together with effective implementation of the air operations provisions on safety management systems (ORO.GEN.200) and oversight by the competent authority (ARO.GEN.300), are expected to provide an acceptable level of safety.</p> <p>Nevertheless, rulemaking task RMT.0296 'Review of aeroplane performance requirements for CAT operations' was launched by EASA on 9 June 2015 with the publication of the terms of reference. The associated notice of proposed amendment NPA 2016-11 was published on 30 September 2016. It includes proposals on standards for runway surface condition reporting, airworthiness standards for landing performance computation at time of arrival and an in-flight assessment of landing performance at time of arrival. The NPA takes into account the following recommendations made in the 2013 European Action Plan for the Prevention of Runway Excursions (EAPPRE):</p> <ul style="list-style-type: none"> <li>Establish and implement one consistent method of contaminated runway surface condition assessment and reporting by the aerodrome operator for use by aircraft operators. Ensure the relation of this report to aircraft performance as published by aircraft manufacturers.</li> <li>It is recommended that aircraft operators always conduct an in-flight assessment of the landing performance prior to landing. Note: Apply an appropriate margin to these results.</li> </ul> <p>The next deliverable for RMT.0296, an EASA Opinion, is planned to be published in the third quarter of 2017.</p>
<b>Status:</b>	Open

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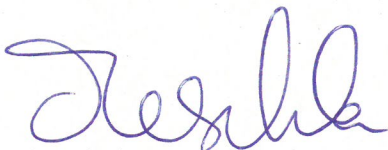
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Yours sincerely,



Rachel Daeschler

Copy: Aerodromes Regulations  
Flight Standards Director  
Strategy & Safety Management Director

**Subject:** BAE - ATP registered SE-LLO, on 06/04/2016, at Vilhelmina Airport, Västerbotten County - Sweden

**Reply to Safety Recommendation SWED-2017-006 received on 05/04/2017**

<b>Safety Recommendation:</b>	<p>The EASA is recommended to:          Review the feasibility of changing the method of reporting from airports in terms of friction coefficients, so that measured values are reported as unreliable under certain conditions. (RL 2017:05e R1)</p>
<b>Response:</b>	<p>Commission Regulation (EU) No 139/2014 requires the aerodrome operator to provide data relevant to the aerodrome and available services to the users and the relevant air traffic services and aeronautical information services [ADR.OPS.A.005 (b)].</p> <p>AMC1 ADR.OPS.A.005 further specifies that the aerodrome operator should provide information concerning the condition of the movement area, whereas GM1 ADR.OPS.A.005 states that ‘for contaminants such as slush, wet snow and wet ice, contaminant drag on the equipment’s measuring wheel, amongst other factors, may cause readings obtained in these conditions to be unreliable’.</p> <p>ICAO, with Amendment 13 to Annex 14 and Amendment 1 to PANS-Aerodromes, introduced provisions regarding the use of a global reporting format for assessing and reporting runway surface conditions, with the objective to link better assessed runway surface conditions with aircraft performance. These provisions are required to be implemented by November 2020.</p> <p>The Agency has introduced rulemaking task RMT.0704 “Runway Surface Condition Assessment and Reporting” in the European Plan for Aviation Safety (EPAS) 2017-2021, and is currently preparing the Terms of reference for the RMT, which are planned to be published by second quarter of 2017. This rulemaking task is planned to finish by second quarter of 2020. The safety recommendation will be considered within the context of this RMT.</p>
<b>Status:</b>	Open

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