



NORGE
LUFTFARTSTILSYNET
POSTBOKS 243
8001 BODØ

Tlf.: 75 58 50 00
Telefaks: 75 58 50 05
AFTN: ENCAYAYA
E-post: postmottak@caa.no

AIC - I
08/09
2. NOV

Friction on contaminated runways

THIS AIC REPLACES AIC I 03/08.

Considering the user-feedback from the winter season 2008/2009, the Norwegian Civil Aviation Authority (CAA-N) has decided to maintain a five split friction scale until further notice. CAA-N will not distinguish between wet and dry conditions on contaminated runways, and highly recommend the following levels to be used when reporting the runway friction level:

- GOOD – estimating a likely runway friction level of 0.40 or higher
- MEDIUM /GOOD – estimating a likely runway friction level from 0.36 to 0.39
- MEDIUM – estimating a likely runway friction level from 0.30 to 0.35
- MEDIUM/POOR – estimating a likely runway friction from 0.26 to 0.29
- POOR – estimating a likely runway friction level of 0.25 or less

To determine the AIRPLANE BREAKING COEFFICIENT CAA-N highly recommend operators to use correlation tables.

In addition, Pilots should, as close to the landing time as possible, receive update on wind conditions, runway conditions, temperature, dew point, etc.

Reporting of friction is to be accomplished by specially trained personnel. Airport Operators must specify the level of qualifications and conduct all training required. To support the friction level estimate, Ground Staff may use friction measuring instruments accepted by CAA-N. However, **the measured friction coefficient is not to be reported to Pilots.**

A Pilot report (verbal) is to be given if the Pilot in command experiences deviations from the estimated friction level as given by Ground Staff. (For details we refer to AIC I 07/09).

The use of XX in SNOWTAM does not seem to serve any practical purpose and CAA-N therefore recommends that XX is not used until further notice. CAA-N expects this issue to be clarified through the ICAO Friction Task Force.

- End -