



CAA NORWAY

Implementation of Specially Prepared Winter Runway in Norway

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Regulatory Challenge

- ADR.OPS.B.036 of (EU)139/2014 introduces the use of Specially Prepared Winter Runways (SPWR) that under certain conditions permits reporting of Runway Condition Code RWYCC 4 when a runway surface contaminated by compacted snow or ice is treated and certain procedures are applied.
- The aerodrome operator needs an approval from CAA in order to use SPWR
- To obtain Aircraft Data you need to allow landings on RWYCC 4 SPWR
- But the aerodrome need an approval from CAA to report RWYCC 4 SPWR
- So gathering data seemed to be impossible.....
- In order to give a SPWR approval, CAA Norway have to grant an exemption from certain requirements in Regulation (EU) No 139/2014.

Regulations and exempted requirements

- *(Note: The old Basic Regulation still applies in Norway)*
- (EC) No 216/2008, contains flexibility provisions in Article 14 (4) in the event of unforeseen circumstances or operational needs of a limited duration, provided that the level of safety is not adversely affected.
- This relates to Regulation (EU) No 139/2014, in particular points ADR.OPS.B.036 (b)(2) and (b)(3).
- One fundamental requirement relating to the use of SPWR is that the aerodrome operator must obtain aircraft data that relates to stopping performance on the runway with the special treatment from at least one air operator - **ADR.OPS.B.036 (b)(2)**.
- According to AMC1 ADR.OPS.B.036 **(b)(3)** and its GM1, the data must be collected from minimum 30 landings and the statistical level of confidence shall be 95 %.

ADR.OPS.B.036 Operations on specially prepared winter runways

The ADR operators documented in their applications that:

- Operational procedures and staff training in accordance with the new requirements were in place
- Agreements with air operators to submit aircraft data in were in place
- How they made data processing
- Long experience with winter operations
- Equipment were in place
- Risk Analysis were in place
- Etc.

ADR.OPS.B.036 Operations on specially prepared winter runways

- CAA Norway then issued a prior approval to use SPWR for data collection purposes
- The approval was granted for one winter season, or until they had collected data from 30 landings with a statistical level of confidence of 95%
- The prior approval had a set of terms the ADR operator had to follow, f. ex.
 - If, for more than 2 out of 30 consecutive landings the experienced braking action is below the reported braking action, the use of SPWR4 shall be terminated until the L-SAG* has assessed the situation and taken action to correct the processes including the use of materials to improve the runway surface conditions.
 - CAA-N shall be notified if this happens.

and....

(*L-SAG= Local Safety Action Group)

ADR.OPS.B.036 Operations on specially prepared winter runways

During the data collection period, a NOTAM must be issued:

THE AERODROME OPERATOR HAS OBTAINED TEMPORARY APPROVAL FROM CAA FOR REPORTING OF RWYCC 4 SPECIALLY PREPARED WINTER RUNWAY.

FINAL APPROVAL WILL BE ISSUED ONCE THE VALIDATION PROCESS BASED ON ACTUAL AIRCRAFT DATA IS COMPLETE.

A REPORTED RWYCC 4 SPECIALLY PREPARED WINTER RUNWAY MAY BE USED FOR DISPATCH AND LANDING DISTANCE TIME OF ARRIVAL CALCULATIONS WITHOUT RESTRICTIONS.

FOR THE DURATION OF THE VALIDATION PROCESS, OPERATORS SHALL CONSIDER ADDING EXTRA MARGIN, FOR INSTANCE BY INCLUDING A RWY SHORTENING AS APPLICABLE.

Final approval

After the data collection period,
the ADR operator apply for a
final approval to use SPWR



CAA Norway issue a final
decision and include SPWR in
the Terms of the ADR Certificate



Kingdom of Norway

AERODROME CERTIFICATE

Certificate reference: **NO.AD.0117**

Pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council and the Commission Regulation (EC) No 139/2014 for the time being in force and subject to the conditions specified below, the Civil Aviation Authority - Norway hereby certifies that:

Status - February 2023



- 19 applications for SPWR (2 are finally issued)
- Received a very limited number of notifications of mismatch between aircraft data and reported RWYCC
- Indications that both Airbus 320 and Dash-8 are reporting the same braking data values
- High focus on winter operations among the ADR personnel



- The ATIS message can be very long. (We are waiting for more information on this)