

## **SAFETY INFORMATION 4/2021**

18 August 2021



### **HAZARD DURING PRESENCE OF WATER ON RUNWAY AT LONG SERIDAN STOLPORT**

#### **Introduction**

Aircraft safety on the runway is a major area of focus in the aviation industry. Historical accident data shows that aircraft landing and take-off are the two most critical phases of a flight.

The International Civil Aviation Organisation (ICAO) Accident/Incident Data Reporting (ADREP) has shown that runway safety events which include runway excursions (RE) were the most reported occurrences and has been identified as one of the High Risk Category (HRC) in operational safety.

Runway friction performance is one of the main causal factors for runway excursion. The pavement surface plays a crucial role especially during wet weather where braking coefficient of friction is significantly lower than expected.

CAD 14 Vol I – Standards for Aerodromes defines the following :-

*Wet runway.* The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use.

*Contaminated runway.* A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by standing water.

*Note.* – Procedures on determination of contaminant coverage on runway are available in the ICAO PANS-Aerodromes (Doc 9981)

When the runway is wet or contaminated, the pilot may be confronted with dynamic hydroplaning. Dynamic hydroplaning is a condition in which the aircraft tires ride on a thin sheet of water rather than on the runway surface.

#### **Incident in Long Seridan STOLport**

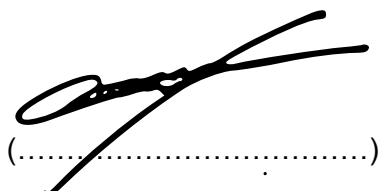
An aircraft runway excursion incident involving a Twin Otter DHC 6-400 has occurred at Long Seridan STOLport during wet weather. Pavement distress, surface friction characteristics and non-adherence to braking techniques for adverse weather operations have been determined as contributing factors to the incident.

Operators of this aeroplane or any aeroplane of the same category (with similar weight and configuration) are strongly urged not to plan or carry out any landings or take-offs at Long Seridan STOLport when the runway is wet or contaminated with standing water.

Affected operators are to review their operations policy regarding fuel contingency and alternate airport planning, as well as any necessary risk assessment to manage the hazard.

MCAR 2016 Regulation 81 (2) (a) designates the responsibilities of the pilot-in-command to be satisfied with the aerodrome physical characteristics, operating environment and performance of the aircraft before a take-off or landing is commenced.

CAAM will continue to monitor on this safety related matter and provide updates if necessary.



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*for Civil Aviation Authority of Malaysia*

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