

AMENDMENTS TO AERODROME MANUAL AND AOI 5, AOI 12, AOI 15 AND AOI 24

SI REF -	03/2020	DATE OF ISSUE -	30 th January 2020	EFFECTIVE DATE -	30 th January 2020
AERODROME MANUAL/ AOI REF(s) -	AOI 4; AOI 5; AOI 12; AOI 15; AOI 24; Aerodrome Manual Part B; Aerodrome Manual Part E				

Please be advised of various amendments to AOIs and the Aerodrome Manual, detailed below.

The Aerodrome Manual and AOIs will be updated on the next issue.

The following amendment has been made to AOI 4:

Section 4, 4.2

The process detailed in section 3.6 should be followed.

The following amendments have been made to AOI 5:

Part 1, 1.0

(a) Stands 21-22 and 24-25 are self-manoeuvring

Part 1, 1.4

(b) Permission to start jet engine aircraft on stands 4-7 (East side), 8-17 (Front) and 20 & 23 (North Edge) will only be given if it can be assured that all precautions have been taken to ensure traffic safety on the apron roadway system.

Part 1, 1.4

(j) Crews pushing back from stands 4-5 (East side), 8-17 (Front) and 20 & 23 (North edge)

Part 1, Appendix A West Apron Stand directory

JUL-19			WEST APRON		
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	Comments/Remarks	Adjacency Rules
98	73.30	70.70	AN124 ; B747-400	Nose-In / Push-Back	Not to be used if 99, 120 or 121 in use
99	38.06	57.40	B757-200 (not B757-200W)	Nose-In / Push-Back	Not to be used if 98 or 100 in use
100	29.00	57.40	B737-400/300 ; ATR72	Nose-In / Push-Back	Not to be used if 99 in use ; use in conjunction with 98
101	64.80	63.73	B777-200 ; MD11 ; A330-300	Nose-In / Push-Back	
102	50.90	54.94	B767-300W	Nose-In / Push-Back	
103	50.90	54.94	B767-300W	Nose-In / Push-Back	
104	44.85	54.94	A300-600	Nose-In / Push-Back	
105	44.85	54.94	A300-600	Nose-In / Push-Back	
106	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 107 in use
107 **	73.30	80.40	AN124 ; B747-8F	Nose-In / Push-Back	Not to be used if 106 or 108 in use
108	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 107 or 109(747) in use
109(757)	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	
109(747)	73.30	77.00	AN124 ; B747-8F	Nose-In / Push-Back	Not to be used if 108 or 110 in use
110	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 109(747) or 111 in use
111	73.30	77.00	AN124 ; B747-8F	Nose-In / Push-Back	Not to be used if 110 or 112 in use
112	41.10	54.94	B757-200W ; C130 ; AN12	Nose-In / Push-Back	Not to be used if 111 in use
114	44.85	54.94	A300-600	Nose-In / Push-Back	
120	50.90	54.94	B767-300W	Nose-In / Push-Back	Not to be used if 98 in use
121	50.90	54.94	B767-300W	Nose-In / Push-Back	Not to be used if 98 or 122 in use
122	30.63	36.40	ATP ; B737-400	Nose-In / Push-Back	Not to be used if 121 in use
123	30.63	36.40	ATP ; B737-400	Nose-In / Push-Back	
124	28.89	36.40	B737-400	Nose-In / Push-Back	
125	41.10	47.33	B757-200W	Nose-In / Push-Back	Head of stand equipment area reduces in size if used by B757-200W
125L	15.08	20.00	Ce406 ; PA31	Taxi-in / Taxi-out	
125R	19.78	21.50	EMB120 ; METROLINER	Taxi-in / Taxi-out	
200	79.75	72.73	A380 ; AN124 ; B747-8F ; B747-400	Remote parking only	Access for Code F aircraft (A380/AN124/B748F) not allowed if 98 and 120 occupied
201L	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 201 in use
201	64.95	70.70	B747-400 ; A340-600 ; B777-300	Remote parking only	
201R	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 201 in use
202L	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 202 in use
202	51.76	54.94	C17 ; B767-300W ; A300-600	Remote parking only	Not to be used if 202L or 202R in use
202R	31.23	36.40	B737-400 ; ATP	Remote parking only	Not to be used if 202 or 203 in use
203	51.76	54.94	C17 ; B767-300W ; A300-600	Remote parking only	Not to be used if 202R or 203R in use
203R	36.00	39.47	B737-800SW ; B737-MAX8	Remote parking only	Not to be used if 203 in use
Notes:					
107 **	88.40	84.00	AN-225 ; A380	Nose-In / Push-Back	Not to be used if 106 or 108 in use. 105 downgrades to ATP max. 109 downgrade to B757-200W max.
200	-	-	A380/AN124/B747-400	-	Stands 98 & 120 empty ; Wingtip clearance walkers required Port and Starboard
201	-	-	B747-400	-	Wingtip clearance walkers required Port and Starboard
Combos:					
99+120+121	-	-	B757-200+B767-300W+B767-300W		
98+100+122	-	-	AN124+B737-400+ATP/B737-400		
107+109+111	-	-	3 x AN124 / B747-8F		
106+108+109+110+112	-	-	5 x B757-200W		

Part 1, Appendix A Central and Central West Aprons Stand Directory

SEP-19			CENTRAL & CENTRAL WEST APRONS		
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	
4	28.72	36.69	EMB-195	Nose-In / Push-Back	
5	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back	
6	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back	
7	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back	
8	36.00	44.51	A321neo ; B737-800SW ; B737-MAX8	Nose-In / Push-Back	
9	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back	
10	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back	
11	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back	
12L	28.42	32.84	DHC-8-Q400	Nose-In / Push-Back ; use in conjunction with stand 14L	
12R	36.00	39.47	B737-800SW ; B737-MAX8	Nose-In / Push-Back ; use in conjunction with stand 14R	
14L	50.90	54.94	B767-300W	Nose-In / Push-Back ; use in conjunction with stand 12L	
14R	41.10	47.90	B757-200W	Nose-In / Push-Back ; use in conjunction with stand 12R	
15	41.10	47.90	B757-200W	Nose-In / Push-Back	
16	41.10	47.90	B757-200W	Nose-In / Push-Back	
17	36.00	44.51	A321neo ; B737-800SW ; B737-MAX8	Nose-In / Push-Back	
20	50.90	54.94	B767-300W	Nose-in / Push-back ; not to be used if 21, 22 or 23 in use	
21	36.00	44.51	A321neo ; B737-800SW ; B737-MAX8	Taxi-in / Taxi-out ; not to be used if 20 in use	
22	36.00	62.00	A321neo ; B737-800SW ; B737-MAX8	Taxi-in / Taxi-out ; not to be used if 20, 23 or 25 in use	
23	36.00	39.47	B737-800SW ; B737-MAX8	Nose-in / Push-back ; not to be used 20, 22 or 25 in use	
24	36.00	44.51	A321neo ; B737-800SW ; B737-MAX8	Taxi-in / Taxi-out ; not to be used if 25 in use	
25	41.10	47.90	B757-200W	Taxi-in / Taxi-out ; not to be used if 22, 23 or 24 in use	
30	35.80	45.06	A321 ; B737-800W ; MD-80	Nose-In / Push-Back	
Stand 30 Nose "T"		(Length 37.58m to 45.06m)		A321 ; B717-200 ; B727-100/200 ; B737-800W ; B737-900 ; MD80/81/82/83 ; MD87 - pull front of nose to "T"	
Stand 30 A320NW		(Length 33.81m to 37.57m)		A320 ; B146-300 ; B737-400 ; B737-700W ; CRJ-900 ; DHC-8-400 ; Fk.100 ; YAK42 - use nosewheel mark for nosewheel	
Stand 30 A319NW		(Length up to 33.80m)		A319 ; AT-42/72 ; B146-100/200 ; B737-300/500/600 ; HS748 ; CRJ-700 ; DHC-8-100 ; EMB.135/145 - use nosewheel "T" for nosewheel	
31	23.60	32.50	CRJ700 ; EMB145 ; Jc41	Nose-In / Push-Back ; Up to Jc41 can self-manoeuvre if held-back on JS41NW 'T' and minimal breakaway power used	
32	35.80	39.50	B737-800W	Nose-In / Push-Back	
33	35.80	39.50	B737-800W	Nose-In / Push-Back	
40	35.80	39.50	B737-800W	Nose-In / Push-Back ; Not to be used if stand 42 in use	
41	35.80	44.51	B737-800W ; A321neo	Nose-In / Push-Back ; Not to be used if stand 42 in use	
42	60.93	63.73	B777-200 ; B787-900 ; A330/340-300	Nose-In / Push-Back ; Not to be used if 40 or 41 in use	
43	35.80	44.51	B737-800W ; A321neo	Nose-In / Push-Back	
44	35.80	44.51	B737-800W ; A321neo	Nose-In / Push-Back	
45	35.80	44.51	B737-800W ; (A321)	Nose-In / Push-Back ; Suitable for A321 but pushback may be difficult. Use pushback "T" for B737-800W ideal positioning.	

Part 1, Appendix A East Apron Stand Directory

July 2019				EAST APRON	
Stand No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	
70R	22.81	21.58	SH360	Self-manoeuvering ; Not to be used if Stands 70 or 70L in use	
70	30.63	36.40	B737-400 ; BAe ATP	Not to be used if Stands 70R or 70L in use	
70L	41.10	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stands 70R, 70 or 71 in use	
71 +	30.63	68.30	B737-400 ; BAe ATP	Not to be used if Stands 70L or 72 in use	
72	41.10	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stands 71, 73 or 73L in use	
73 @	28.89	36.40	B737-400	Not to be used if Stand 72 or 73L in use	
73L	38.06	47.32	B757-200 ; B737-800W ; A321	Not to be used if Stands 72, 73 or 74 in use	
74 @	47.57	54.94	B767-300	Not to be used if Stands 73L or 74L in use	
74L	38.06	47.32	B757-200 ; B737-800W ; A321	Not to be used if Stand 74 in use	
75R	29.20	36.40	B737-400 ; AN-26 ; FK50 ; F27	Not to be used if Stand 75 in use ; B737-400 nosewheel on 'T'	
75	47.57	54.94	B767-300	Not to be used if Stands 75R or 76R in use	
76R	29.20	36.40	B737-400 ; AN-26 ; FK50 ; F27	Not to be used if Stands 75 or 76 in use ; B737-400 nosewheel on 'T'	
76	47.57	54.94	B767-300	Not to be used if Stand 76R or 76L in use	
76L	29.20	36.40	B737-400 ; AN-26 ; FK50 ; F27	Not to be used if Stand 76 in use ; B737-400 nosewheel on 'T'	
77R	29.20	36.40	B737-400 ; AN-26 ; FK50 ; F27	Not to be used if Stand 77 or 77L in use ; B737-400 nosewheel on 'T'	
77	47.57	54.94	B767-300	Not to be used if Stand 77R, 77L or 78R in use	
77L	52.00	61.40	MD11 ; C17 ; DC10 ; B767-400	Not to be used if stands 77R, 77, 78R or 78 in use	
78R	29.20	36.40	B737-400 ; AN-26 ; FK50 ; F27	Not to be used if Stand 77, 77L, 78 or 78X in use ; B737-400 nosewheel on 'T'	
78	47.57	54.94	B767-300	Not to be used if Stand 77L, 78R or 78L in use	
78X	41.10	47.32	B757-200W ; B737-800W ; A321	Not to be used if Stands 78R, 78 or 78L in use	
78L	29.20	36.40	B737-400 ; AN-26 ; FK50 ; F27	Not to be used if Stand 78 or 78X in use ; B737-400 nosewheel on 'T'	
79	30.63	36.50	BAe ATP ; B737-400		
80	30.63	36.50	BAe ATP ; B737-400		

Not to be used if Stand 71 used for a wide-bodied (Code D/E) aircraft

Stands 70 to 80 are all nose-in / push-back stands

Notes:

- + Stand 71 can be used for most Code D aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable
- + Stand 71 can be used for most Code E aircraft but this renders Stands 70R, 70, 70L, 72, 73 and 73L unuseable and downgrades 74, 74L and 75 to max 47.32m length
- + Stand 71 dimensions - width 64.99m, length 70.7m
- @ Stand 73+74 combos - 73=737-300 then 74=767-200/300 (not W) but if 74=757-200W then 73 can increase to 737-400

Stand Usage Combinations:

70R/70+71+73+74/74L	(733+ATP+734+763)	77+78	(763+763)
70L+72+74/74L	(752W+752W+763)	77R+78R+78L	(734+734+734)
70R/70+71+73L+74L	(733+ATP+752+752)	77L+78X	(MD11+757W)
70L+73L+74L	(752W+752+752)		
71WIDE+74/74L	(744/787-1000+762/752)		

Part 1, Appendix A Stands 200 to 202L Stand Directory

Stands 200 to 203 - capacities and nosewheel positions

Stand 200		Stand 201		Stand 201L		Stand 201R		Stand 202		Stand 202L		Stand 202R		Stand 203	
Max Span 80m		Max Span 65m		Max Span 36m		Max Span 36m		Max Span 52m		Max Span 32.36m		Max Span 32.36m		Max Span 52m	
Max Wheeltrack 14.1m		Max Wheeltrack 12.65m		Max Wheeltrack - unlimited		Max Wheeltrack - unlimited		Max Wheeltrack 11.25m		Max Wheeltrack - unlimited		Max Wheeltrack - unlimited		Max Wheeltrack 11.25m	
Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark	Aircraft	Nosewheel Mark
A380-800	A388	B747-400	B744NW	B737-800W	B738	B737-800W	B738	C17	C17NW	BAe ATP	ATP	BAe ATP	ATP	C17	C17NW
AN124	A124NW	B777-200F	B744NW	B737-800SW	B738	B737-800SW	B738	B767-300W	B763NW	B737-300	B733/734	B737-300	B733/734	B767-300W	B763NW
B747-8	A388	A340-800	C17NW	B737-MAX8	B738	B737-MAX8	B738	IL-76	A306NW	B737-400	B733/734	B737-400	B733/734	IL-76	A306NW
B747-400	B744NW	A340-300	B744NW	B737-900	B738	B737-900	B738	VC-10-ALL	B763NW	AN-72i-74	B733/734	AN-72i-74	B733/734	VC-10-ALL	B763NW
B777-200F	A124NW	A340-300	B744NW	B737-MAX9	B738	B737-MAX9	B738	A400M	A306NW	AN-26i-32	ATP	AN-26i-32	ATP	A400M	A306NW
A340-900	A388	A340-200	B744NW	A321	B738	A321	B738	A300-600	A306NW	B737-500	B733/734	B737-500	B733/734	A300-600	A306NW
A340-500	B744NW	A330-300	B744NW	A321neo	B738	A321neo	B738	C130 / LOH	A306NW	Global Express	B733/734	Global Express	B733/734	C130 / LOH	A306NW
A340-300	A124NW	A330-200	B744NW	A319	B738	A319	B738	B757-200W	A306NW	Gulfstream5/6	B733/734	Gulfstream5/6	B733/734	B757-200W	A306NW
A340-200	A124NW	B747-200/300	B744NW	A320	B738	A320	B738			DHC-8-Q400	B733/734	DHC-8-Q400	B733/734		
A330-300	A124NW	B787-900	B744NW	B737-300	B733/734	B737-300	B733/734			ATR-42i-72	B733/734	ATR-42i-72	B733/734		
A330-200	A124NW	MD-11	B744NW	B737-400	B733/734	B737-400	B733/734			BAe 146-300	B733/734	BAe 146-300	B733/734		
B747-200/300	B744NW	C17	C17NW	B737-500	B733/734	B737-500	B733/734			RJ100	B733/734	RJ100	B733/734		
B787-800	A124NW	B787-300W	B763NW	AN-72i-74	B733/734	AN-72i-74	B733/734								
MD-11	A124NW	IL-76	B744NW	Emb-195i-175	B733/734	Emb-195i-175	B733/734								
C17	C17NW	DC-10-ALL	B744NW	Global Express	B733/734	Global Express	B733/734								
B767-300W	B763NW	L1011-ALL	B744NW	Gulfstream 5/6	B733/734	Gulfstream 5/6	B733/734								
IL-76	A124NW	VC-10-ALL	B744NW	DHC-8-Q400	B733/734	DHC-8-Q400	B733/734								
DC-10-ALL	A124NW	A400M	B744NW	ATR-42i-72	B733/734	ATR-42i-72	B733/734								
L1011-ALL	A124NW	A300-600	A306NW	BAe 146-300	B733/734	BAe 146-300	B733/734								
VC-10-ALL	A124NW	C130 / LOH	B744NW	RJ100	B733/734	RJ100	B733/734								
A400M	A124NW	B757-200W	B744NW	BAe ATP	ATP	BAe ATP	ATP								
A300-900	A306NW			AN-26i-32	ATP	AN-26i-32	ATP								
C130 / LOH	A124NW														
B757-200W	A124NW														

Notes:
Stand 200 - A380/AN124/B747-8 - stands 98 , 120 & 121 must be clear when manoeuvring on to / off stand 200
Stand 201 - B747-400/B777-200F/A340 - wingmen must be used when manoeuvring on to / off stand 201

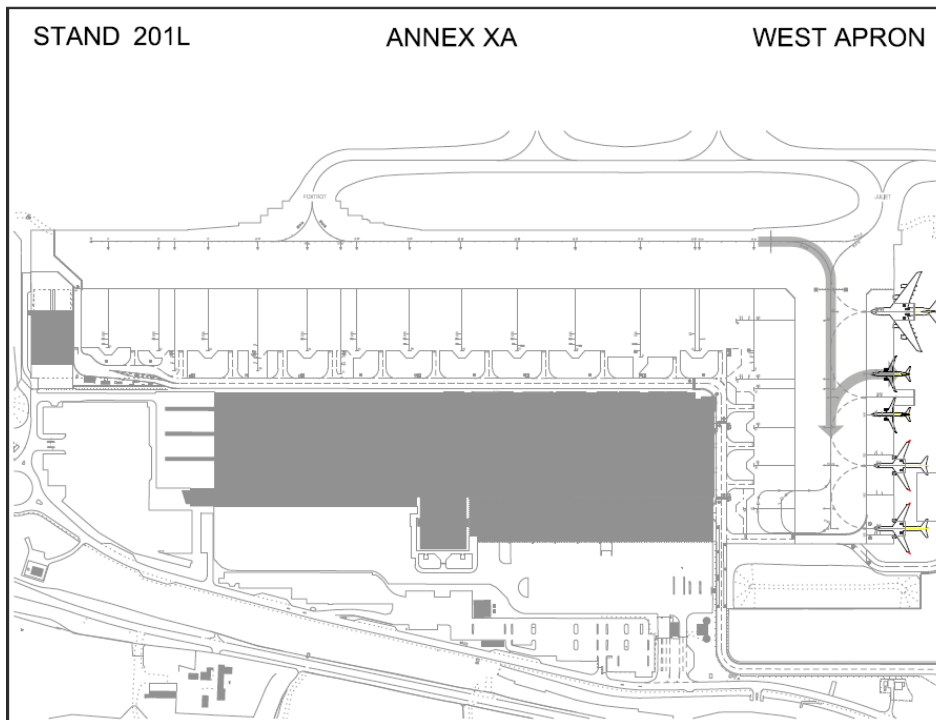
Part 1, Appendix B Maintenance Area Stand Directory

Maintenance Area Capacities					
No.	MAX. WIDTH (m)	MAX. LENGTH (m)	LARGEST TYPES	COMMENTS / REMARKS	SELF-MANOEUVRING
60	30.63	26.01	ATP ; AN-26	LA engine ground running	N/A
61	34.32	37.57	A320 ; B737-700		N/A
62	40.41	34.37	C130 Hercules	Tow from / to abeam Finger 60	N/A
63WP	47.57	54.94	B767-300 (not -300W)	Caution a/c on 60/61/62/64/65	W/span 28.7m, Length 29.5m maximum (GS5/GX5000/GX5500)
64	30.63	26.01	ATP ; AN-26		N/A
65	40.41	45.00	A321 ; B737-800W ; C130 Hercules	Caution aircraft on 64	N/A
AAMB1	11.00	13.04	Augusta A.109		N/A
AAMB2	11.00	13.04	Augusta A.109		N/A
DON1-25	22.04	19.35	Citation C.680 Sovereign+	Caution jet blast	W/span 22.04m, Length 19.35m maximum
GA1-6	22.04	19.35	CL604 ; F2000 ; F900 ; C680+	Caution jet blast	W/span 22.04m, Length 19.35m maximum
GA7-10	36.00	44.51	A321 ; B737-800W	Caution jet blast ; taxi-in, tow-out	Up to W/span 22.04m, Length 19.35m maximum
GA11-15	31.70	34.00	GS650 ; BAe146 ; GX8000	Caution jet blast	W/span 31.7m, Length 34m maximum (GS650/GX7500/GX8000)
JCB1-6	31.70	34.00	Gulfstream 650	Caution jet blast	W/span 31.7m, Length 34m maximum
MA1-4	11.53	9.09	B58 Baron ; SF260 Marchetti		B58/SF260
RVL1-14	16.61	13.34	Cessna 406 ; King Air 200		C406/KA200
ALHGR			A321	Under tow only	N/A
ABCHGR(N)			B737-400W	Under tow only	N/A
ABCHGR(S)			B757-200W	Under tow only	N/A

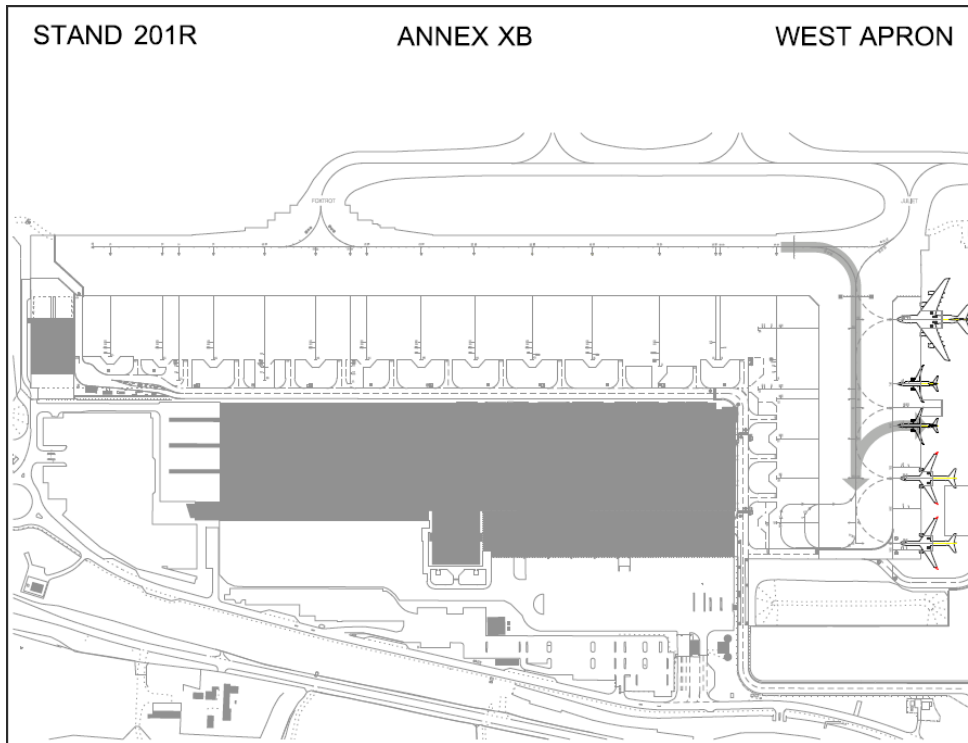
Jul-19

AOI 5 tow plans for stands 201L/R, 202L/R and 203R

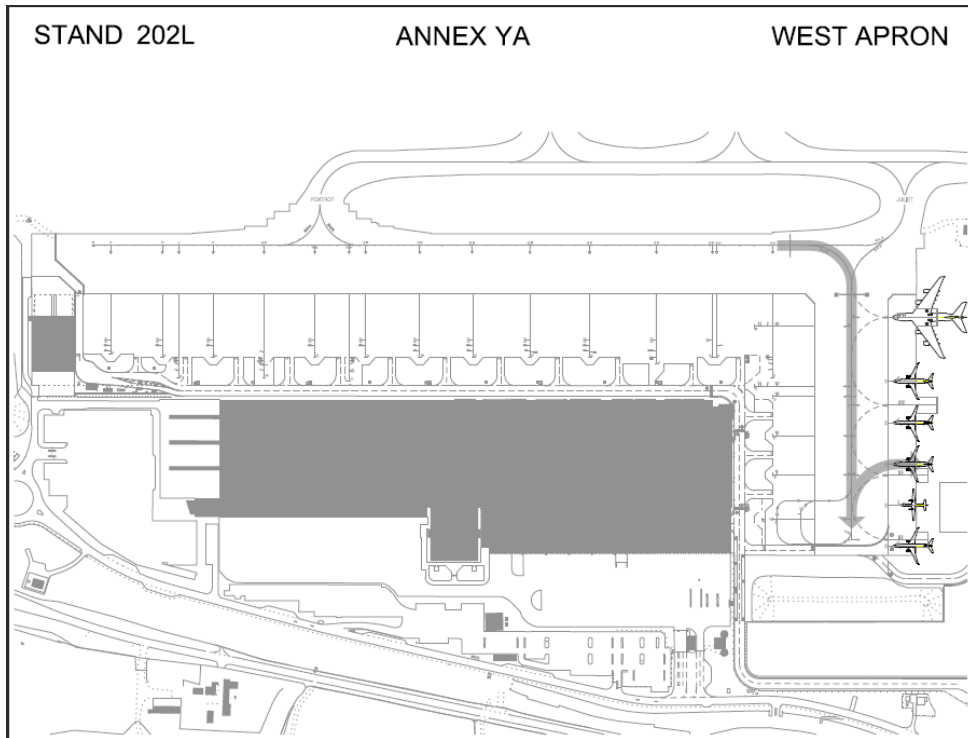
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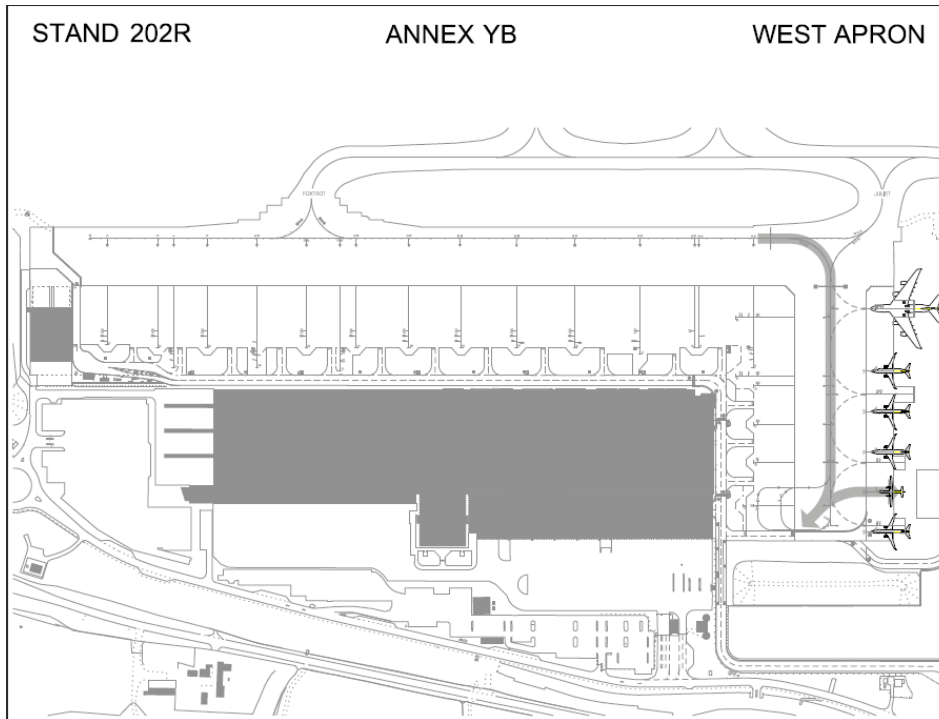
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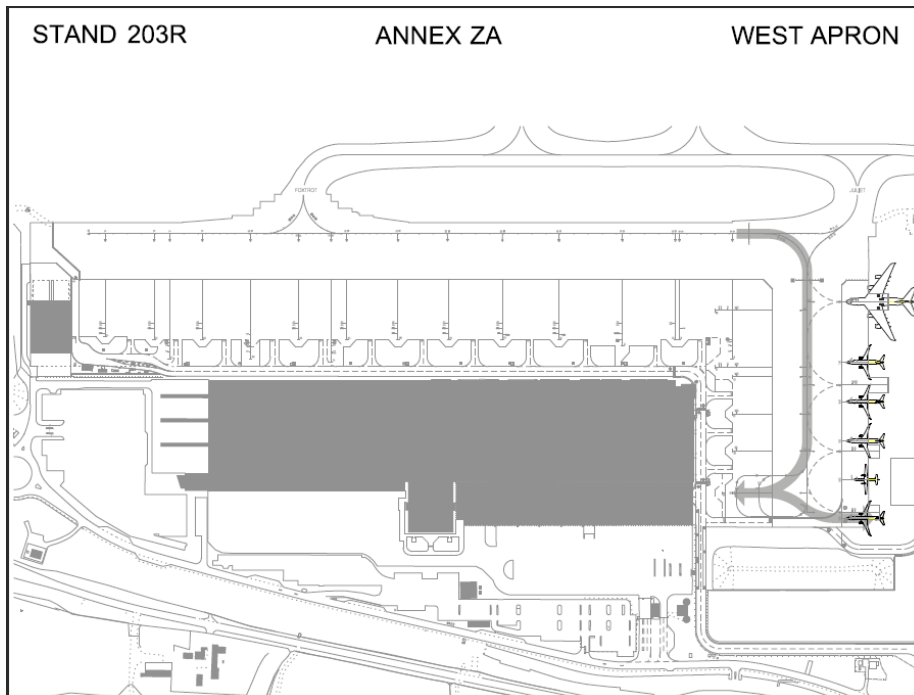
202L



202R



203R




The following amendments have been made to AOI 12:

Part 2, Section 2.4

(e) Vehicles operating airside will be stopped on a random basis by members of Airfield Operations and a visual condition inspection conducted, utilising form AO8

Form AO8 v3.0
Airfield Operations
Apron Safety Monitoring



VEHICLE/EQUIPMENT INSPECTION

Date	/ /	Time	:	Location	
Driver details					
Name		ID Number		ID Displayed	YES / NO
Company		Airside Driving Permit		Displayed on vehicle	YES / NO
Vehicle details					
Type		Manufacturer		Company Livery	YES / NO
Registration No.		AVP Expiry Date		Displayed on vehicle	YES / NO
AVP No.					
Towable Equipment					
Lighting					
Headlights	Offside			Nearside	
Sidights	Offside			Nearside	
Tail lights	Offside			Nearside	
Brake light	Offside			Nearside	
Indicators	Offside			Nearside	
Obs light	Fixed (Front)			Fixed (Rear)	
Obs light	Magnetic			Reflectors fitted	YES / NO
Tyre Condition (insert tread in mm & pressure in psi)					
Front	Offside	/	/	Nearside	/
Rear	Offside	/	/	Nearside	/
3rd Axle (If applicable)	Offside	/	/	Nearside	/
Trailer (if applicable)					
Front	Offside	/	/	Nearside	/
Rear	Offside	/	/	Nearside	/
General Vehicle Condition					
Exhaust Emissions	Exhaust Condition	Windscreen	Windscreen Wipers		
Mirrors	Fuel Cap	Bodywork	Horn		
Fault or Defect Report			Follow up Action Taken		
Action Taken					
Notification of Non Compliance Form Issued	YES / NO	Serial Number		Vehicle removed from ramp	YES / NO
AVP Removed	YES / NO				
<small>NOTE: A copy of the Non-compliance form will be forwarded to the operator if any defects are evident</small>					
Airfield Operations			Driver		
Signature.....			Signature.....		
Print Name.....			Print Name.....		

The following amendment has been made to AOI 15:

Section 2, 2.2

They will also undertake biannual firearms training on a one to one basis with all licence holders. This is substantiated by a Firearms CPSA Safety Officer qualification.

Section 2, 2.2

Record all wildlife strikes via the ECCAIRS reporting system.

The following amendment has been made to AOI 24:

Section 3, 3.7

Drainage interceptors are situated at various points landside. All drainage interceptors are to be cleaned regularly under the supervision of the Head of Asset Maintenance Services.

The following amendments have been made to the AERODROME MANUAL, Part B, Section 2:

Aerodrome Manual Part B, Section 2 Para 13:

13.2.2 (Additional text)

AGL Generators maintenance provider Diperk for substation generators.

Apron Lighting provided by Abacus.

PAPI Clinometer SGS UK Ltd.

13.2.7

Technical assessments, relating to navigational aids will be undertaken by EMA Airfield technical manager (or designate) using approved Navaid Equipment Support, provided by ERA, Muir Matheson, Natech and Safegate. Leonard are contracted to maintain the primary radar. Air Conditioning provided by Incentive Tec.

UPS powering the ATC building is contracted to Power Control.

Further details are contained with the Airfield Engineering 'Expostion' document.

13.2.8 (Additional text)

RTF / Radar Recording provided by Precision Applications Ltd.

13.2.9 (Additional text)

Test Equipment Calibration provided by Keysight Technologies.

Operational Licences are obtained from CAA and OFCOM.

13.2.14 Replaces paragraph with:

Contracted activities during winter operations please refer to AOI 22.

The following amendment has been made to the Aerodrome manual, part E, Section 3:

3.6

Runway Surface Friction testing is undertaken at intervals not exceeding 11 months.

The following amendment has been made to the Aerodrome manual, part E, Section 8:

Aerodrome Manual Part E section 8 para 4:

4.1 Replaces paragraph with:

Measures in place for the monitoring of hazards relating to human activity and land use are contained in the EMA safeguarding manual

Originator -	Compliance Manager – Operations and Safety	Confirmed By -	Head of Compliance and Business Resilience
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