



DEVIATION

STANLEY AIRPORT RUNWAY FRICTION MONITORING

In accordance with OTAR Part 139.29(b) the Governor accepts that the submitted safety assessment, *Runway Surface Monitoring for the Purposes of Maintenance without the use of Continuous Friction Monitoring Equipment and the acceptance of a minimum surface texture depth of less than 1.00mm (the study)*, identifies sufficient mitigations to allow Stanley Airport (the airport) to use an alternate means of compliance to the requirements of OTAR 139, as laid out in ICAO Annex 14, Vol I, Chapter 3, with regards the use of continuous friction measuring equipment (CFME).

This Deviation is granted subject to the following conditions:

1. The airport must operate strictly in accordance with the mitigations laid down in the study and OTAR Part 139.
2. Any changes to the airport's physical characteristics, key personnel or standard operations must prompt a review of the study which must be submitted to the Governor.
3. This Deviation shall have effect only in conjunction with a valid aerodrome certificate.
4. This Deviation must be referenced in the aerodrome manual and in any relevant publication about the airport.
5. Records of annual macro and micro texture assessments are to be retained and made available to the Governor upon request.

This Deviation shall have effect from **16 July 2024** until **16 July 2025** unless varied, suspended or revoked.

Bruce Wilks
Director of Civil Aviation
Falkland Islands
15 July 2024



Certificate No:
24_A14_DV1064