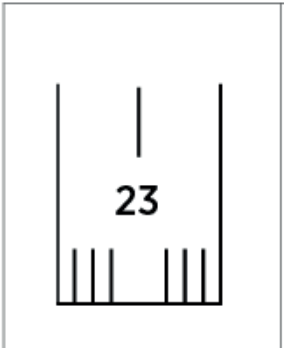
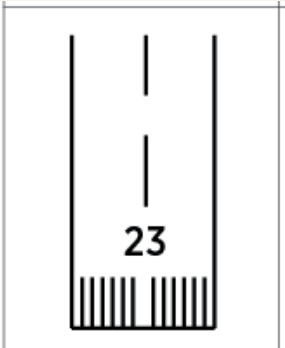


Corrections to the book "Air Law and Operational Procedures"

Edition 2, 2021

PAGE	CORRECTION
41	<p>These are the correct illustrations for these threshold markings.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 10px; text-align: center;">  <p>Normal threshold marking</p> </div> <div style="border: 1px solid black; padding: 10px; text-align: center;">  <p>Normal threshold marking Runway width over 45 m</p> </div> </div>
47	The abbreviation for Pilot Controlled Lighting is PCL.
49	Obstacles higher than 45 m but below 150 m may be lit by either low or high intensity lights.
67 & 188	The way braking action is reported have changed. Friction and common terms are not used anymore. Instead, a common runway condition code (RWYCC) is used. It ranges from 6 to 1, where 6 is a dry runway with optimum braking action, and where 1 is poor and icy. Phraseology is changed to RUNWAY ZERO THREE, SURFACE CONDITION CODE FIVE, FIVE, FOUR.
152	<p>These are the correct terms of the most common class ratings:</p> <ul style="list-style-type: none"> • SEP(L) – Single Engine Powered Land • SEP(S) – Single Engine Powered Sea • MEP(L) – Multi Engine Powered Land • MEP(S) – Multi Engine Powered Sea • TMG – Touring Motor Glider
155	<p>Addition after the second last paragraph on the page:</p> <p>Refresher training directly with a flight instructor. This is only possible if the rating has not been expired for more than three years.</p>
156	<p>Additional point second to last in the bulleted list:</p> <ul style="list-style-type: none"> • Different type of engine propulsion (i.e electric engine)

PAGE	CORRECTION
156	<p>Additional text at the bottom of the page:</p> <p>If the variant concerns an aeroplane with a different type of engine propulsion (for example, an electric engine) and that variant has now been flown for a period of two years, the pilot will need to undergo additional training before flying that variant again.</p>
157	<p>The first paragraph under the heading Night qualification has been changed. It is now possible for practical flight training during night-time conditions to be included in the PPL training.</p>
218	<p>SNOWTAM has a new format due to the new reporting rules. Please see below:</p> <div data-bbox="261 472 1121 1422" style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>SNOWTAM Runway conditions published as text mainly come in two formats, SNOWTAM and MOTNE. SNOWTAM is part of NOTAM and MOTNE is part of METAR. MOTNE is an abbreviated version of SNOWTAM which follows a similar logic.</p> <p>SNOWTAM is a specific NOTAM to report the presence of hazardous conditions such as snow, ice, slush and standing water on the movement area. SNOWTAM is issued at least once a day during the winter period before the daily traffic commences and it is valid for 24 h. A SNOWTAM consists of several runway condition codes that all have a unique function. An example of a SNOWTAM:</p> <p style="text-align: center;">>>> ESGG/GOTEBORG/LANDVETTER <<< SNOWTAM ESGG 02011753 03 5/5/5 100/100/100 03/03/03 WET SNOW/WET SNOW/WET SNOW RWY 03 CHEMICALLY TREATED</p> <p>Förklaring: ESGG AERODROME ICAO-DESIGNATOR 02011753 DATE (0201) AND TIME FOR THE OBSERVATION (1753 UTC) 03 RUNWAY DESIGNATOR 5/5/5 RUNWAY CONDITION CODE¹ (For each third of the runway) 100/100/100 PERCENTAGE COVERED (For each third of the runway) 03/03/03 DEPTH (For each third of the runway) WET (...) TYPE OF CONTAMINANT (For each third of the runway)</p> <p>At the end of the SNOWTAM any extra information is publishes in plain text. This can include if there are snow banks along the runway, information regarding conditions on aprons and taxiways. In the example there is a plain text information segment about the runway having been chemically treated.</p> </div>
218	<p>SNOWTAMs are now valid for 8 hours.</p>
226	<p>The solution provided to question 6.5 is not correct. Refer to the text below for the correct explanation.</p> <div data-bbox="226 1620 1156 1978" style="background-color: #e0f2f7; padding: 10px; margin: 10px 0;"> <p>5. Since it is 25 degrees colder than ISA, we will need to multiply by a factor of 10% to calculate our desired indicated altitude. This is because the altimeter in cold conditions will show a higher altitude than we actually have.</p> <p>Our desired true flight altitude is the obstacle height + minimum obstacle-free altitude, which in this case is 500 feet. This height must then be temperature corrected by 10%. This gives us:</p> $(3303 + 500) * 1.1 = 4183.8.$ <p>Lowest usable indicated altitude is therefore 4200 feet. We do not need to use the semi-circular rule as we are not above 3000 feet AGL.</p> </div>