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ADVICE TO PILOTS, AIR TRAFFIC SERVICE STAFF AND AERODROME OPERATORS CONCERNING THE SELECTION OF 'RUNWAY IN USE' AND OPERATIONAL LIMITATIONS.

- 1** This Circular reminds pilots that, irrespective of the runway direction selected by Air Traffic Control, or notified by Flight Information Service Operators, Air/Ground communication service radio station operators or the Aerodrome Authority, it remains the pilots responsibility to obtain the latest weather and aerodrome information and to decide whether or not his or her skill, overall experience, and recent flying experience on the particular type of aircraft will enable a safe take-off or landing to be accomplished in the prevailing wind and runway surface conditions.
- 2** The runway in use will normally be that most closely aligned to the surface wind direction but may vary because of local operational restrictions or procedures. ATC staff at aerodromes can assist pilots of aircraft, particularly light aeroplanes and gliders, by offering, whenever possible, the runway most into wind for take-off and landing if this is not the runway in use.
- 3** A pilot who is unable to accept the runway in use should advise ATC, the FISO or Air/Ground communication service radio station operator that the crosswind (or tailwind) on that runway is outside his or her limits and request the use of a more suitable runway. Use of an alternative runway may entail some delay while aircraft movements for the runway in use are reorganised by the ATC unit, or a suitable break in other traffic occurs at aerodromes at which an Aerodrome Flight Information Service (Callsign suffixed by 'Information') or Air/Ground communication service (Callsign suffixed by 'Radio') is provided. Pilots should recognise that, in some circumstances, the only suitable alternative runway may be at another aerodrome.
- 4** It is important for Air Traffic service staff and those responsible for the operation of the aerodrome to understand that the crosswind limit for some types of light aircraft is low and also that, although within the crosswind limit for the aircraft, the pilot concerned may not be sufficiently experienced or current on that particular type to attempt a take-off or landing in the prevailing conditions.

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