



Resolution Number 6

Chip Seal Runways

Whereas the cost of conventionally paving runways in many northern and remote locations is extremely high, and;

Whereas many of the newer generation aircraft either cannot operate at all from a gravel surface runway, or sustain unacceptable amounts of damage when operating from gravel runways, and;

Whereas aircraft are subject to performance limitations when operating from gravel runways, and;

Whereas the chip seal process offers the potential to address these issues at a much lower cost, both initial and ongoing, than conventional pavement, and;

Whereas there is currently no runway pavement surface recognized between gravel and asphaltic concrete;

Therefore, be it resolved:

That Transport Canada work with operators and aircraft manufactures to develop and establish a separate designation for "sealed granular pavement", formally recognizing its characteristics and effect on rolling resistance and foreign object damage potential so that operators and aircraft manufacturers are able to determine runway suitability and appropriate (if any) performance penalties for specific aircraft use on it.

Passed at the 38th Annual General Meeting in Whitehorse, April 30, 2014