SYMPOSIUM

RWY Surface Conditions Assessment and Reporting

PARIS March 31st – April 1st 2016

DSNA

Runway Contamination

ATC Procedures
Issues and Expectations

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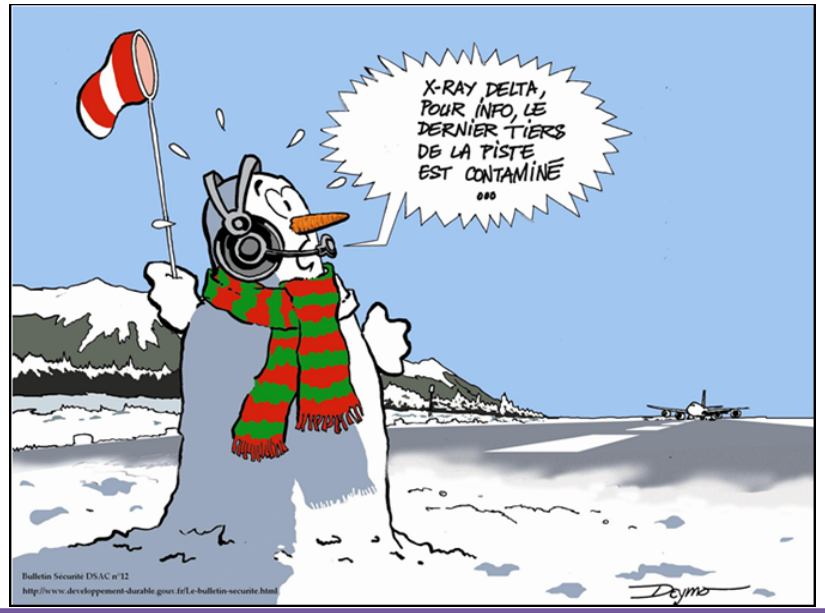
Runway Contamination
ATC Procedures and Issues

Outline

- Context
- Operational Processes and procedures
- Issues
- Expectations



Runway Contamination
Context

- ICAO driven evolution ANNEX 14/15 and PANS AERODROME (FTF)
- GRF/RCAM => Assessment Criteria to issue RCC
- Downgrading Criteria (Mu, Deceleration/ Directional control, PIREP)

Runway Contamination
Operational Procedures

- Procedures (Systematic or on request)
  - Runway contaminant observation
  - Friction coefficient measurement
- PIREP integration process
  - Immediate
  - Solicitation
  - ATIS Modification

Runway Contamination ISSUES

- Procedures
  - Harmonisation: Objective vs subjective (requirements vs technology available) – Correlation to aircraft braking performance
  - Regular updating and on time conditions deterioration alert
  - Infrastructure availability
- PIREP
  - Objectivity and information accuracy
  - Capability of direct input to runway surface conditions assessment
  - Conservative approach (downgrading effect)
  - Situation Evaluation/Responsibility (TWR vs CDM Cell)

Runway Contamination Expectations

- Objective
  - Improve safety and capacity performance during adverse operating conditions
- Process
  - Assess runway surface conditions in a reliable and updated way without impinging on operations
  - Assessment correlating directly to aircraft braking performance
  - Direct input of aircraft braking performance to runway surface conditions assessment
  - PIREP correlated to real aircraft braking performance


MERCI!
THANK YOU!