



EASA
European Aviation Safety Agency

Runway Surface Conditions Assessment and Reporting

EASA View

Vasileios STEFANIOROS
Aerodromes Section

Your safety is our mission.

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- EASA considers two issues:
 - Definition of minimum friction level
 - Accurate assessment and reporting of runway surface conditions when runway is contaminated



Minimum Friction Level

- Annex 14 requires that the State shall establish a minimum friction level
- Previous editions of Annex 14 contained a table linking frictions measurement equipment with specific values for MFL, MPL and DOL
- In the current edition the table has been deleted
- EASA aims to establish, in cooperation with the Member States and the industry, the minimum friction level



Runway Surface Conditions Assessment and Reporting

- One of EASA strategic objectives is to reduce runway excursions
 - Accurate runway surface conditions assessment and reporting is a key factor
- EASA assessed positively ICAO SL 30/2015 and welcomed the fact that the training has become a standard but:
 - We do not support the deletion of the competency requirements and the obligation of the State to set criteria



Runway Surface Conditions Assessment and Reporting

- EASA is waiting for the final ICAO proposal
- The objective is to synchronize applicability dates in line with ICAO
- A Rulemaking Task will be initiated in 2017 with the participation of:
 - Member States
 - Industry Stakeholders



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**Thank you very much for your
attention**

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