

Friction Symposium

An Airports Perspective

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An Airports Perspective

FTF showed many different ways of dealing with operational friction in use;

- Airports differed
- Regulators differed
- Aircraft manufacturers differed
- Airlines differed

Hence ACI has supported the work of the ICAO FTF towards a new assessment and reporting methodology that all industry can use

New method joins everything up;

airports

regulators

aircraft manufacturers

airlines

Experience;

R/T exchanges inbound aircraft requesting mu values in order to land.

UK CAA prohibited passing mu values to flight crew.

Debate over R/T – leading to go-around and diversion!

Clearly a joined-up and common method is needed.

ICAO FTF proposal is a big change across the industry.

It sets out a process for pilots to be able to make a landing assessment given the conditions and the aircraft performance etc

Logically the role of the airport is to detect when the runway is contaminated and make an assessment based on the weather conditions and local knowledge.

The output of that needs to be usable by the aircrew using manufacturers/airlines performance data.

AIS/ATS need to be able to handle and pass on the new SNOWTAM information.

Next Steps

Once final changes published industry and regulators need to prepare in good time for the change.

- Airports procedures to assess and report contamination
- AIS to handle the new SNOWTAM
- Aircraft manufacturers to provide performance information
- Airlines to adapt crew procedures

Training and Guidance material is needed for all involved.

Ready for the start date – 2020?