



Workshop Runway Friction and Aircraft Braking – The way forward -

1. Introduction

Occurrences of runway overruns and veer-offs, where ice, snow, slush or standing water patches are contributing factors, have been a constant issue for aviation.

In 2008 the European Aviation Safety Agency (EASA) launched the research project “RuFAB - Runway Friction Characteristics Measurement and Aircraft Braking”.

Its main objectives are to provide a sound basis for the development of regulatory, standardisation or R&D actions, namely to contribute to the progress of the ICAO Friction Task Force (FTF) action plan and prepare the prerequisites to the future EASA rules for aerodrome safety.

The project performed first a detailed inventory of literature, research reports and other pertinent documentation to obtain an overview of the practises in use, which taxonomies are applied and by which means of communication the information about the runway conditions are reported and disseminated to the flight crews. The data collected has been consolidated and examined for source of definition, clarity of definition and common usage.



An assessment of the options for improving and harmonising runway friction characteristics measurements, the measurement technologies and processes in use has been conducted. A set of recommendations for the development of coordinated developments in the areas of friction measurement and runway condition reporting conclude the work.

2. Objectives of the Workshop

The workshop aims first at presenting to the Aviation Stakeholders community the results of the EASA research project, of related initiatives from ICAO and national organisations (EUR/US) as well as the recommendations for further developments.



Second objective is to collect the different views on regulatory, standardisation or R&D actions; such as those of the ICAO FTF and TALPA ARC; from a panel of Aviation Stakeholders concerned, i.e. Regulatory Authorities, Airports Operators, Aircraft Operators, Aviation Industry including airport equipment manufacturers.



3. Agenda

Dates: 11 – 12 March 2010

The workshop is organised around four main sessions:

- Runway Friction Measurement and Aircraft Braking: An evolutionary Context
- Recent Initiatives
- EASA Research Project Presentation
- Stakeholder's Perspectives
- Round Table Discussion

4. Organisation

The workshop is hosted by the French Civil Aviation Authority, Delegation Générale de l'Aviation civile (DGAC), in Paris.

Venue: DGAC France, auditorium.

Address: 50, rue Henry-Farman
75 720 PARIS CEDEX 15

Location map: <http://www.dgac.fr/html/dgac/paris/paris.htm#plan>

From the CDG-airport: See <http://www.aeroportsdeparis.fr/ADP/en-GB/Passagers/Access-maps-car-parks/Paris-CDG/Access/public-transport>

Among all options the RER B (train) is the fastest mean, but not the most comfortable. It is however preferable to take it during peak hours (7-9 am, 17-19 pm) as the traffic jams (affecting busses and taxis) are common during these times.

Alternatives are Roissy bus or "les cars Air France" (avoid the bus 350 and 351).

There are also numerous cabs. This is by far the most comfortable option; it is about 50 Euros.

Metro instructions: <http://www.ratp.fr>

