

EASA Workshop 2010

Runway contamination evaluation and depth measurement

Gérard BATISTELLA : CDG Airside Facilities General Manager

Guillaume AUQUIER : CDG Airside Facilities Safety Manager

11th march 2010

Fluid Contaminant measurement : a dead end !

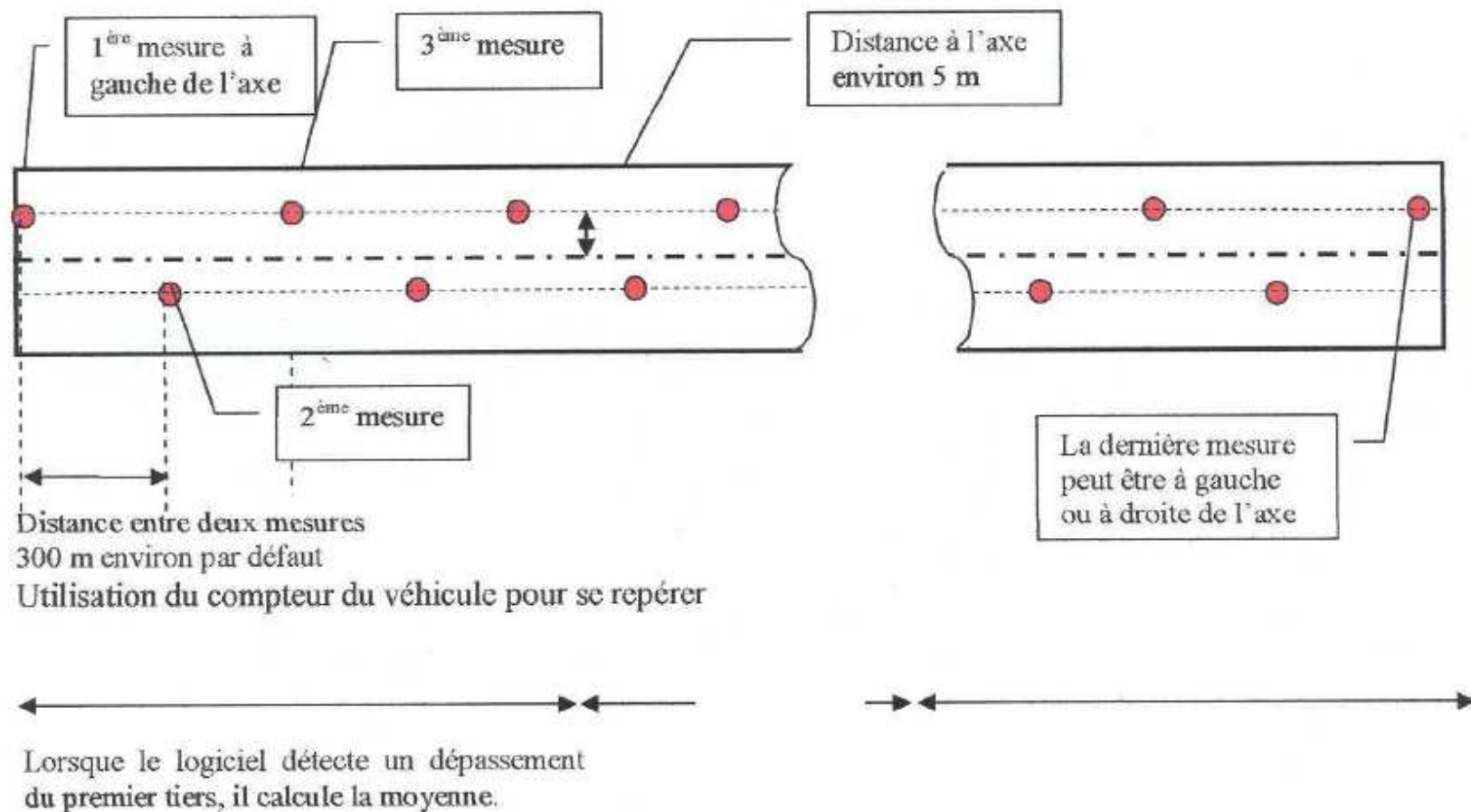
Unsuitable and inappropriate regulations and standards

E.g.: Expecting 3mm precision for wet snow or slush. Considering friction measures unpublishable above 3mm slush

Inprecise and inapplicable measure methods : slow, discontinuous, unreliable



« Tripod » depth measurement procedure



Fluid Contaminant measurement : a dead end !

Unsuitable and inappropriate regulations and standards

E.g.: Expecting 3mm precision for wet snow or slush. Considering friction measures unpublishable above 3mm slush

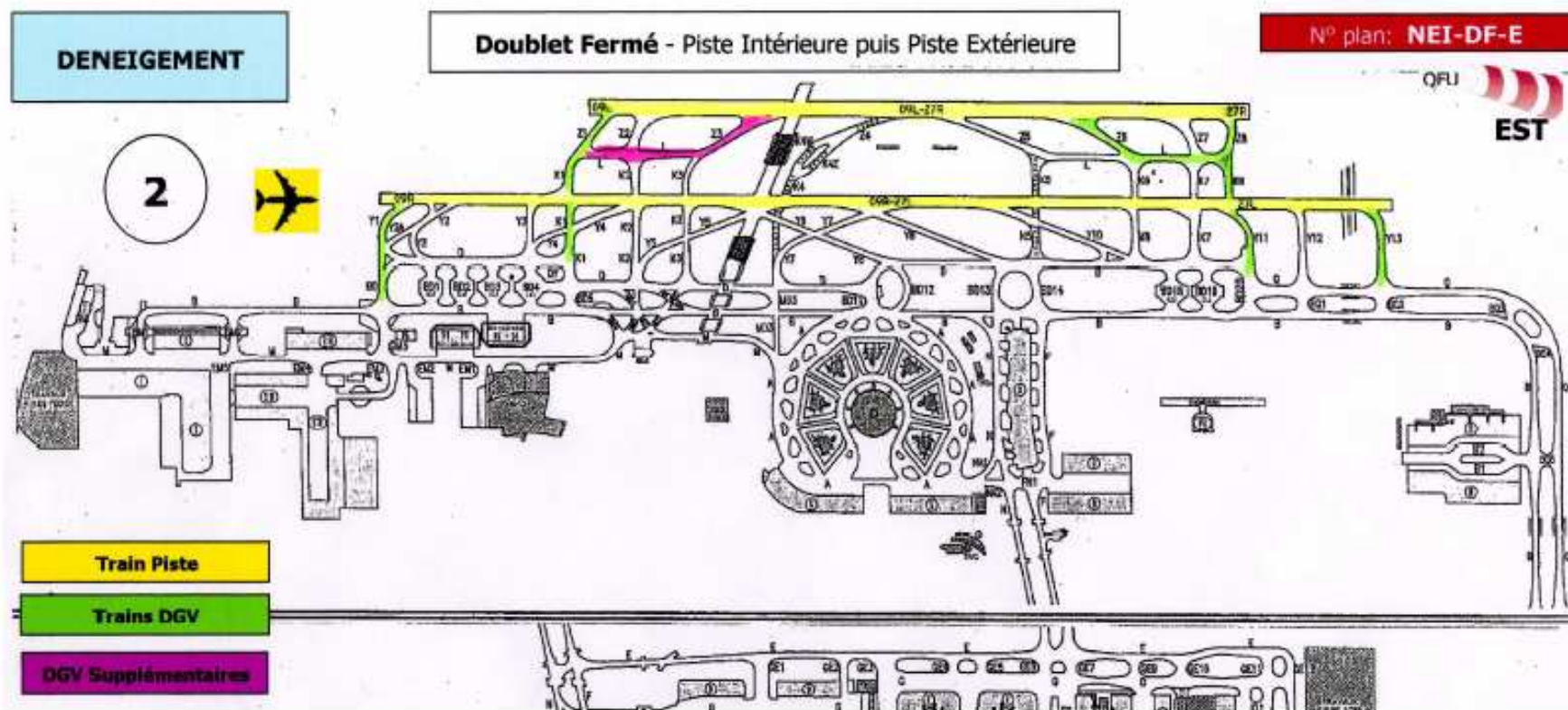
Inprecise and inapplicable measure methods : slow, discontinuous, unreliable

20 minutes minimum operation time



CDG North Double runways snow removal procedure

PISTES - SCENARIO n°1 Déneigement doublet Nord – Neige faible



Fluid Contaminant measurement : a dead end !

Unsuitable and inappropriate regulations and standards

E.g.: Expecting 3mm precision for wet snow or slush. Considering friction measures unpublishable above 3mm slush

Inprecise and inapplicable measure methods : slow, discontinuous, unreliable

20 minutes minimum operation time



**Pilots dissatisfaction.
Uncontrolled safety.**

Numerous Aircraft Safety Reports every winter seasons.

Airport operators responsibilities could (or should) lead to runways closing by lack of informations

Fluid Contaminant measurement : a dead end !

Unsuitable and inappropriate regulations and standards

E.g.: Expecting 3mm precision for wet snow or slush. Considering friction measures unpublishable above 3mm slush

Inprecise and inapplicable measure methods : slow, discontinuous, unreliable

20 minutes minimum operation time



**Pilots dissatisfaction.
Uncontrolled safety.**

Numerous Aircraft Safety Reports every winter seasons.

Airport operators responsibilities could (or should) lead to runways closing by lack of informations

Airlines operation limitations based on unprovidable informations should lead to unnecessary runway closing

Fluid contaminant measurement : progress expected

Appropriate regulations and standards

Evolution expected toward new regulations shared by all partners : aircraft manufacturers, airlines and airport operators

Measure methods adapted to the airport traffic and weather conditions

ADP and STAC determined research for continuous measure system, at least as fast as a friction measure

Reliable and relevant runway information given to pilots

Airlines are looking for their pilots continuous runway state information. And direct as much it is possible.

Adapted airport capacity with a controlled safety level

CDM : Collaborative Decision Making between CDG partners. Looking for at least 50% airport capacity during severe winter events