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**BASIC REASONS WHY TO CARRY OUT A SEMINAR ON AIRFIELD
PAVEMENT MAINTENANCE AND A SHORT COURSE
ON THE AIRCRAFT/PAVEMENT INTERACTION**

BACKGROUND

Normally, the maintenance of airfield pavements is not conducted in a routine way. Many reasons can be pointed out for that, such as: lack of financial resources, unknown of the consequences of the lack of pavement maintenance, lack of trained personnel, etc.

In general, the pavement maintenance is carried out for correcting problems that could have been avoided if the preventive maintenance were a routine practice.

Figure 01 schematically shows that if one carries out a preventive instead of a corrective maintenance, the costs for maintaining the pavements could be as lower as 4 to 8 times. For this reason, it is important that administrators and technicians have broad knowledge on these aspects and on the new technologies available on the subject.

During the first AGA/AOP subgroup meeting, carried out in Bahamas, from 12 to 15 June 2001, it was verified that the participants had restricted knowledge on the **Aircraft/Pavement interaction** and on the available techniques for the estimation of the coefficient of friction at the tire-pavement interface. In addition, not much is known on the problems that a rough runway can cause to the crew and passengers and to the aircraft as well.



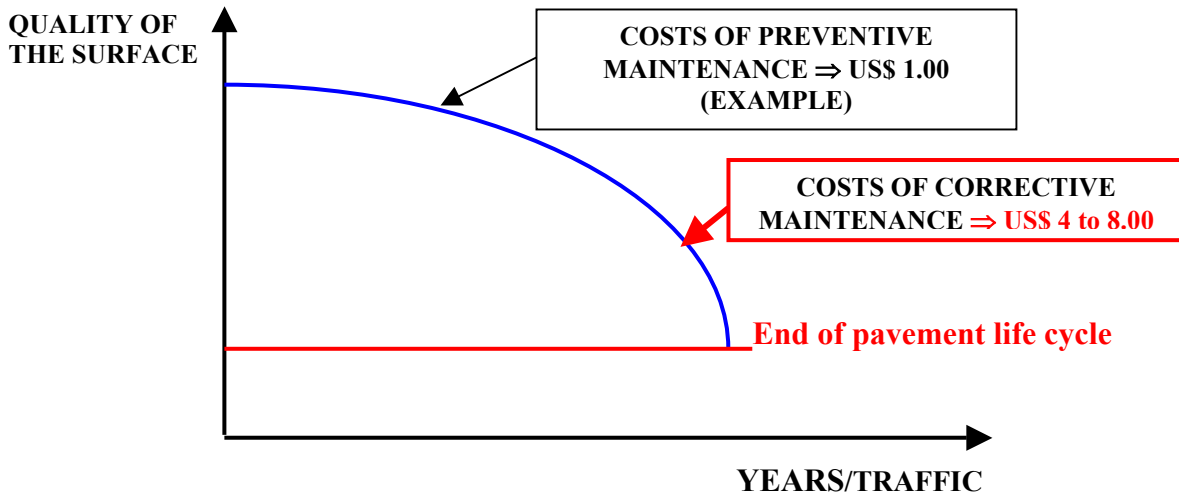


Figure 01 – Importance of the pavement preventive maintenance (sketch)

PROPOSAL FOR REDUCING THESE TYPES OF PROBLEMS

One of the most effective and motivating ways to study and to solve any type of problem is through an oriented training.

Based on this philosophy, a seminar on Airfield Pavement Maintenance is suggested for the NAM/CAR/SAM (Americas) Regions. This seminar will focus the exchange of technical information and experiences among the States and other Regions.

In addition, it is also suggested a short course on the Aircraft/Pavement interaction to be addressed during this seminar. The goals of this short course will be:

- To allow the participants to understand the damage that a bad Aircraft/Pavement interaction can both cause to the aircraft and to the pavements;
- To capacitate the participants to identify the main pavement surface problems that can lead to a bad interaction with the aircraft;
- To present to the participants the main devices and techniques available to periodically evaluate the Aircraft/Pavement interaction;
- To teach the participants how to correct the pavement surface texture problems in order to avoid the aircraft aquaplaning phenomenon;
- To make available to the participants the techniques for runway rubber removal;



- To present to the participants the techniques for measuring and for correcting the runway roughness problems in order to avoid excessive aircraft vibrations, difficulty in reading the instruments and dials located in the pilot's cockpit and damage to the aircraft gears during takeoffs and landings.
- To make available to the participants the main techniques for preventive maintenance of the pavements in terms of their surface characteristics; and, etc.

