



Agenda Item 6:

Other business

RUNWAY CONDITION REPORT (RCR) IMPLEMENTATION IN BRAZIL

(Presented by Brazil)

SUMMARY

This Working Paper presents the work that aims to implement the Runway Condition Report (RCR) in Brazil. A pilot project is currently being carried out at the Curitiba airfield (SBCT). In this work, there is a great interaction between regulators, the airport administrator, the ATC facility and pilots.

1. Background

1.1 The International Civil Aviation Organization published the "State Letter AN 4/1.1.55-15/30" of May 29, 2015. This document considered the report contained in the second edition of the IATA/ICAO Runway Excursion Risk Reduction (RERR) Toolkit (May 2011). The data presented showed that, of 164 excursion accidents on the track, 62 of them (38%) reported some kind of contamination on the track. It has been found that the surface condition of the track contributes to many events of greater safety risk. The investigations have shown inadequacies in the accuracy and timeliness of the evaluation methods and information on the conditions of the track.

1.2 Aware of this problem, ICAO has proposed a worldwide harmonized methodology for real-time evaluation and notification of runway surface conditions to allow notification directly related to aircraft performance.

1.3 This methodology seeks to improve the safety of aircraft operations on wet or contaminated runways and promote the regularity and efficiency of operations by calculating take-off and landing operating distances with approved performance tables.

1.4 Given that SAM/IG is a group committed to the implementation of ICAO standards and recommendations, it is important to discuss this issue to seek harmonized implementation by states in the SAM region.

2. Implementation of the RCR in Brazil

2.1 In April 2018, the Department of Airspace Control (DECEA) together with the National Civil Aviation Agency (ANAC), regulatory bodies in Brazil, began implementing the Runway Condition Report (RCR), Runway Braking Action (RBA) and Runway Condition Code (RWYCC) which are ICAO DOC 9981 guidelines and are part of the Brazilian Runway Safety Program (BRSP).

2.2 The ICAO standard contained in Doc 9981 does not specify details related to implementation. Therefore, the strategy adopted by Brazil aims, in a controlled scenario, to determine all the impacts that may arise as a result of this change. Several aspects are being evaluated: a) feasibility of reporting this data through ATIS; b) form of data collection; c) sources of information; training of professionals involved; etc.

2.3 After several preparatory meetings, on 09/16/2019, the pilot project involving the actual operation at the Afonso Pena airport (SBCT) began.

2.4 To better inform the user about this change, even during the test phase, information was entered on the Brazilian AISWEB website and on the ANAC website. This served to guide and better explain the details. On the AISWEB website, when accessing the SBCT airport, it is possible to obtain updated information on the status of the runway. Figure 1 shows the example for the SBCT airport.

Website: <https://www.aisweb.aer.mil.br/?i=aerodromos&codigo=SBCT>



Figure 1 - Example of RCR for SBCT airport

2.5 In the current phase, to facilitate interpretation for the user, color codes are used where values 6 and 5 are represented in green; 4 and 3 yellow; 2 and 1 in red. In this same place there is a link where the user can click and get more detailed information about this new information.

2.6 After the trial period, the possible technical, operational and regulatory impacts derived from the application of these new criteria will be evaluated. Then, a national implementation plan will be prepared based on the experiences learned during the pilot project at SBCT.

3. Conclusion

3.1 The implementation of the Runway Condition Report (RCR) aims to mitigate the occurrence of track excursions. In this way, users will receive advance information about the existence of contaminants on the runway that could negatively interfere with the braking process of the aircraft. This will allow pilots to better prepare for each type of condition.

4. Suggested actions

4.1 The Meeting is invited to:

- Take note of the information in this document;
- suggest to all States to develop a plan for the implementation of these changes, as it is a safety benefit.