Training and Technology to Improve Winter Operations Safety and Efficiency

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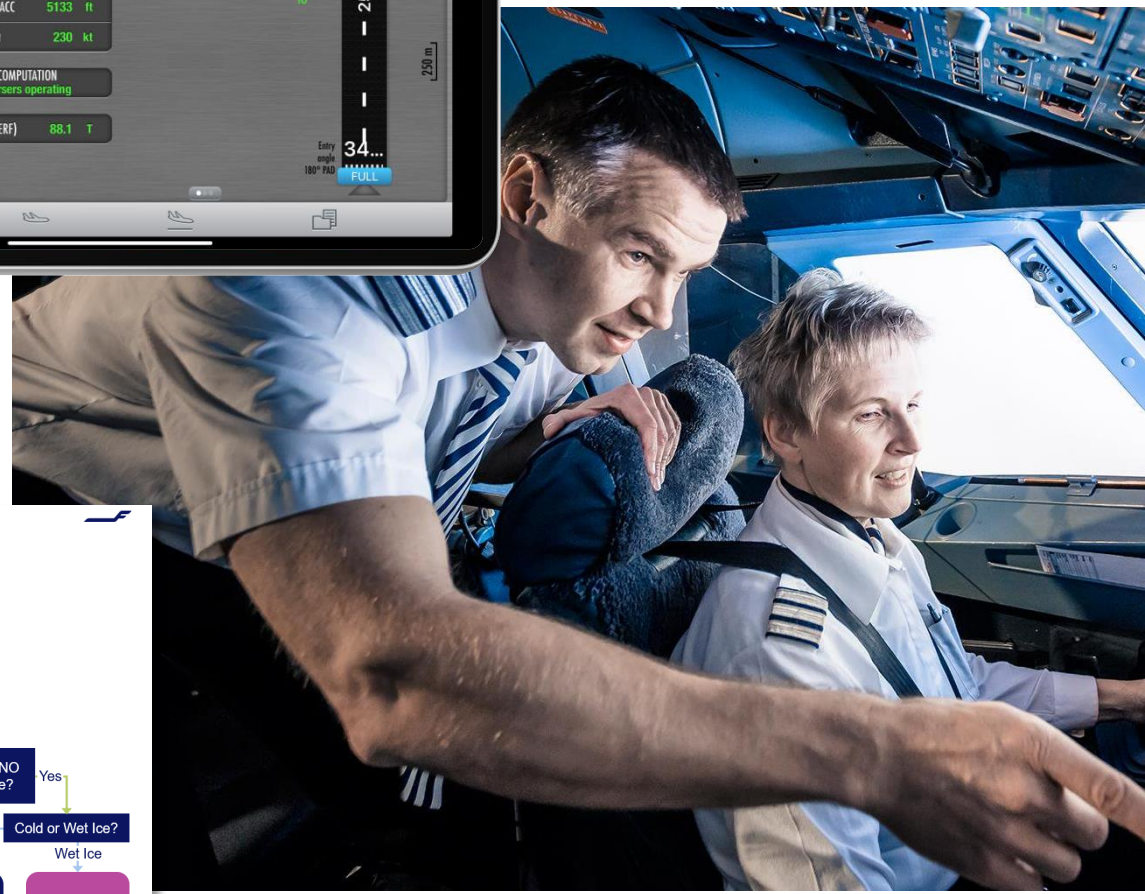
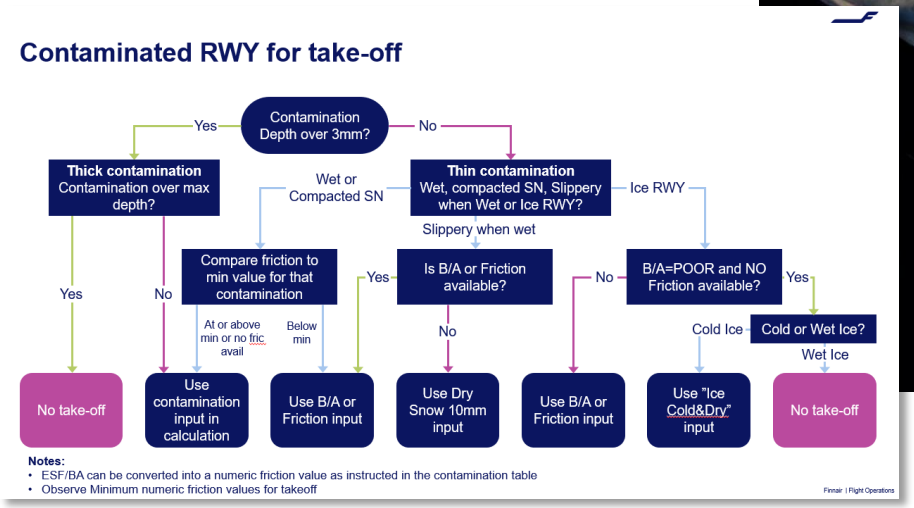
Training & Standard Operating Procedures

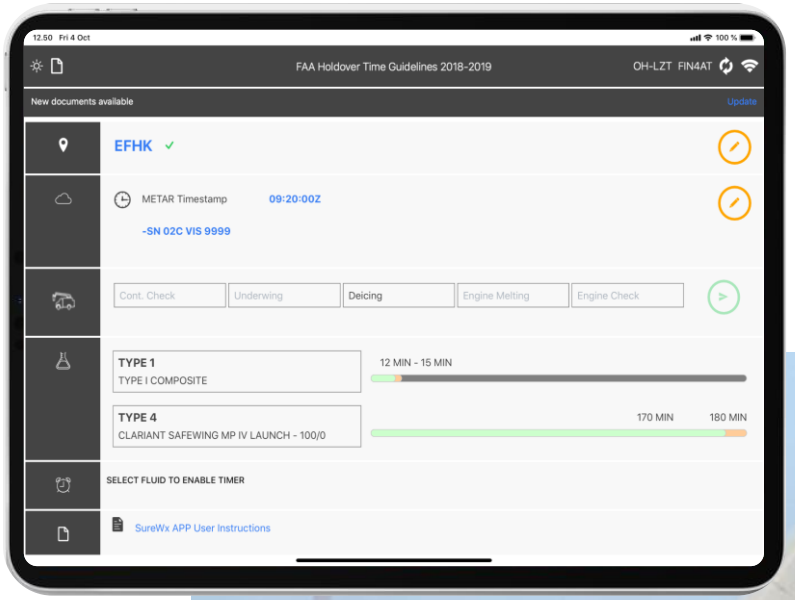
- Winter Operations in initial and annual recurrent CBT and simulator trainings
- Winter Operations built into SOP
- Training + Attitude = Safe Winter Ops
- Evidence Based Training (EBT)
- Guidance material easily available for pilots

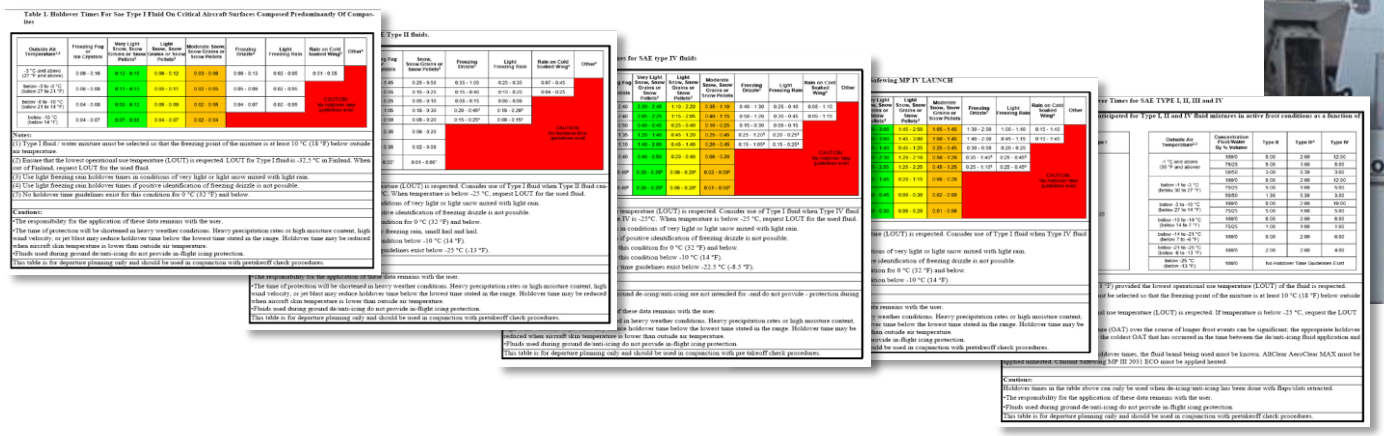




EFB Application for Holdover Time (HOT) Determination

- Traditionally from various tables, but now via EFB application (or ACARS)
- Accurate weather data from sensors to measure Liquid Water Equivalent rate
- Improved safety when correct input and correct holdover time used with less pilot workload
- Sustainability by limiting the excessive use of deicing fluids and time consumed per event



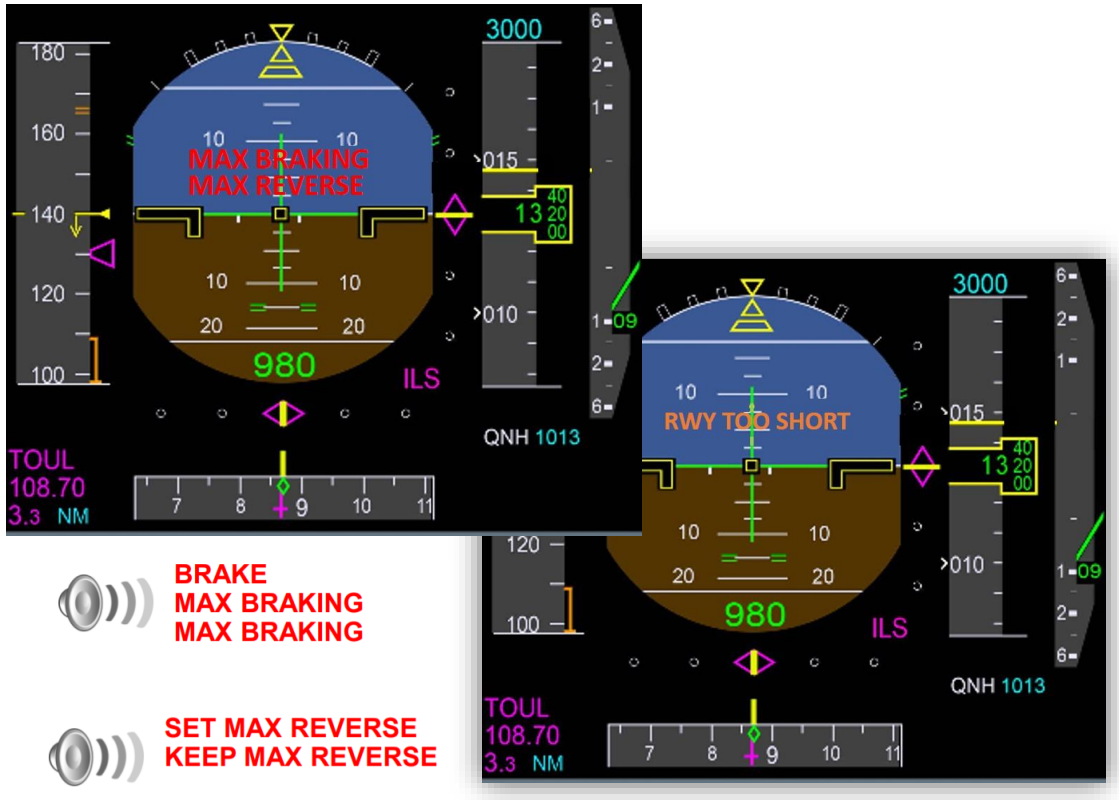


Braking Action Computation Function (BACF)

- Aircraft itself is used to compute the actual deceleration and runway braking action
- Objective reporting via pilot reports or automatically via ACARS
- Improves reporting reliability in rapidly changing weather conditions
- How to use this valuable data in the future?

Runway Surveillance

- Takeoff Surveillance (TOS)
- Takeoff Monitoring (TOM)
- Landing Surveillance+
- Runway Overrun Prevention System+ (ROPS+)
- Brake To Vacate (BTV)
- Proposed EASA Runway Overrun Awareness and Alerting System (ROAAS)



Key Takeaways

- Training both flying and non-flying skills
- Enable the use of technological improvements
- Teamwork with all stakeholders