

ICAO
New Global
Reporting
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MONTREAL



Summary

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5. How do we prepare for changes ?
6. Our role in the implementation



Who are we ?

Aéroports de Montréal is a private, non-profit and financially independent corporation responsible for the management, operation and development of Montréal-Trudeau and Montréal-Mirabel international airports.

Montréal-Trudeau airport has experienced an average annual growth of 5% over the last decade.



YUL

Montréal Trudeau YUL

- Large commercial airport
- 240 000 movements/year
- 2 main parallel runways
- 19 millions passengers



Winter in Quebec





Climate statistics (mid-November to mid-April)

- **Average snowfall: 220 cm**
- **Rain and freezing rain: 50 mm**
- **Average number of events: 57**
- **Up to 20 runway assessments during a 24 hours snow event**

Our practices

- We conduct runway inspections and CRFI testings as specified by Transport Canada
- The decelerometer readings taken are averaged and reported as the CRFI number
- Our team leaders receive on-the-job training for runway surface conditions assessment



What do we fear most ?

There is several challenges related to runway assessment for an airport operator.

We have to cope with: the increasing of traffic, the need to improve the infrastructures in order to sustain future growth and this, without affecting the fluidity of the service.

This is one of our major worries: Face a situation where we wouldn't be able to offer the same capacity. It can result from the fact that we are going to share a part of the assessment process with the pilots feedback.



How do we prepare for changes ?

- **We closely follow the discussions before and after the implementation of TALPA by our American neighbor. In our discussions surrounding this implementation, we have found many answers to our questions.**
- **We also attended several conferences and participated in discussions on this subject at the snow symposium of the NEC AAAE in USA and the Swift Conference in Canada, obtaining as much information as possible.**

How we prepare for changes ? (cont'd)

We can't wait to see...

- the new software version from our supplier
- the testing program results from Transport Canada for next winter and to stay in touch with airports operator involved in this process



TECHNOLOGICAL DEVELOPMENT

We are involved in a development program for a Braking Availability Tester (BAT)

We purchased a runway inspection vehicle that simulates the anti-skid braking system of an aircraft

Trials are currently being conducted in collaboration with Transport Canada and the manufacturer at our Mirabel site



How we prepare for change ? (cont'd)

We have in our organization a full time trainer, who is building a program for our staff to obtain the basic information needed for a better transition to the GRF.





How we prepare for the change? (cont'd)

Software

- Get a first version of the software
- Learn to use it
- Test it

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2019 Spread the message

- Explain the reason
- Train our people
- Reassure our stakeholders



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2019/20 Winter trial

- Stakeholders feedback review
- Lessons learned
- Stay informed
- Share information



Our Role in the implementation

We have some responsibilities in providing information to our employees involved in conducting condition assessments. They must be aware of the origins that led to changes and of all the work done to get there.

We all pursue the same objective, which is to continue providing to our air operators the most accurate description of surface conditions.



Our role in the implementation (cont'd)

- Listen to our stakeholder's worries
- Inform the airport community of all changes
- Remain aware of new technological developments



From now to November 2020

- Provide all training available to our operation and infrastructure maintenance staff
- Participate in further discussions between TC and Nav Canada
- Continue our involvement in the BAT 370 developement
- Keep in touch with our software supplier



Thank You
Merci
Gracias
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谢谢