

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG5), Virtual Meeting, 23 to 26 August 2022**Agenda Item 3: Achievements in AOP and ATM/SAR****Status of Implementation of Global Reporting Format (GRF)***(Presented by Nigeria)*

SUMMARY
<p>This Working Paper highlights the status of implementation of GRF in Nigeria as at August 2022. It also provides an update of activities and involvement of appropriate entities towards effective GRF implementation.</p> <p>Action required by the meeting is provided in paragraph 3</p>
REFERENCE(S): APIRG24 Conclusion 24/16
Related ICAO Strategic Objective(s): A – Safety B – Air navigation capacity and efficiency

1. INTRODUCTION

1.1 The new ICAO methodology for assessing and reporting runway surface conditions, commonly known as the Global Reporting Format (GRF), allows for the harmonized assessment and reporting of runway surface conditions and an enhanced flight crew assessment of take-off and landing performance.

1.2 The benefits of this new methodology of assessing runway surface conditions cannot be overemphasized in that it brings about better traffic management, reduced runway excursions as well as improved safety and efficiency of flight operations.

1.3 Nigeria has partially completed some of the GRF implementation action plans. However, there is a need to review all GRF implementation activities to provide improvement where gaps are identified.

1.4 Nigeria has continued to work with the shared experiences and information from previous ICAO workshops/training focusing on improving effective GRF implementation through the exchange of lessons learned from international organizations through subregional platforms and BAGASOO, including best practices by States and industry service providers that have already implemented the GRF requirement.

2. DISCUSSION:

2.1 The GRF implementation items/activities range from GRF 1 – 15, Nigeria has completed items 2,3,4 & 9 as required while GRF 1, 5,6,7,8,10,11,12,13,14 & 15 are at different levels of completion (see attached Appendix 1A & B progress of implementation). The status of implementation in Nigeria is attached in Appendix A and Appendix B of this working paper.

2.2 The national GRF implementation committee is faced with the under-listed constraints:

- i. Lack of specific training (on-site) for CAA inspectors to support effective oversight activities as well as provision of adequate GRF training needs of stakeholders' personnel
- ii. Lack of Specific training support for ANSPs and Airlines personnel (CANSO/IATA)
- iii. Lack of effective synergy amongst concerned stakeholders (CAA, FAAN, NAMA, Nimet and Airlines)
- iv. Low buy-in by senior management of appropriate entities

3. ACTION BY THE MEETING:

3.1 The meeting is invited to:

- a) To note the challenges faced in the GRF implementation activities
- b) Encourage active involvement and participation of Air Navigation Service Providers (ANSPs) and Aircraft operators in GRF activities
- c) Encourage states to ensure the provision of relevant GRF training support for ANSPs and Airlines personnel
- d) Encourage Senior management commitment/support in GRF programmes/activities
- e) Encourage effective communication, coordination, and collaboration amongst concerned stakeholders

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APPENDIX A

NIGERIA GRF IMPLEMENTATION ACTION PLAN AUGUST, 2022

S/N	ACTION ITEMS	ACTION TAKEN	% COMPLETION
GRF 01	Review ICAO provisions and guidance and other organizations guidance (Amend regulations, develop and disseminate procedures)	Regulations committee has amended the relevant portions of the <u>Nig.CARs</u> , ASM, MOS and related working documents However, an "ORDER" Civil Aviation Order has been issued to the industry and this will suffice pending the approval of the amended Regulations after undergoing the NCAA Rulemaking process as required.	90%
GRF 02	Designate a focal point to coordinate implementation activities at the national level	Focal Point has been designated (CAA)	100%
GRF 03	Identify concerned focal points in each entity (CAA, Airports, ANSP, Aircraft Operators in each entity (NCAA, Airport operator- FAAN, ANSP- NAMA, Airline operators – Air peace, Overland etc.)	Letters were sent out and nominations received from concerned stakeholders (AO, ANSP, Airlines) as required	100%
GRF 04	Establish an implementation coordination team including staff from the identified stakeholder's entities	NCAA Team were drawn from Flight Operations, AIS/ATM, Aerodrome Operations & Aerodrome Engineering respectively. Concerned stakeholders include Aerodrome Operator: FAAN, ANSPs: NAMA & NIMET, Aircraft Operators (Airlines): Air peace, Overland, DANA etc. The team was inaugurated on April 29, 2021 by the DG -NCAA	100%
GRF 05	Conduct the initial training for CAA, Airports, ANSP and Aircraft Operators' personnel (ICAO/ACI/IATA online courses, national awareness workshop etc).	ICAO regional Seminars/Webinars/ virtual Trainings conducted in May, June and September 2021 and internal training conducted by Aerodrome operator (FAAN) 4th -7th October, 2021 for Lagos & PHC, 25th - 29th October, 2021 for Abuja and Kano. Training & Re-training of other <u>stakeholders</u> personnel is required	75%
GRF 06	Identify regulations, standards, procedures and guidance materials to be developed/amended	Advisory Circular (NCAA-AC-ARD0032) has been developed in line with ICAO Circular 355 Assessment, measurement and reporting of runway surface condition handbook. This has been published on NCAA website for industry use. <u>However</u> the regulation is awaiting approval.	90%
GRF 07	Develop a detailed national implementation plan and safety risk assessment	Specific implementation plan <u>are</u> yet to be submitted by concerned stakeholders.	40%
GRF 08	Identify the necessary means and resources for the implementation (human, financial and material resources)	The Aerodrome Operator (FAAN) has been engaged in training and retraining of their airfield personnel, provided GRF equipment/tools. However, <u>ANSPs</u> & Aircraft Operators specific <u>trainings</u> <u>are</u> needed to update stakeholders personnel competence.	55%
GRF 09	Consult with Airport Runway Safety Teams	RSTs at all the five (5) international airports were deployed as the local GRF Implementation Team	100%
GRF 10	Provide necessary means and resources for the implementation (human and material resources) Develop and promulgate regulations and standards	Civil Aviation Order "ORDER" NCAA/CAO/2021/001 has been issued and uploaded on the CAA website pending approval of the amended Regulations	90%

GRF 11	Develop procedures and guidance material	SOPs were developed and included in the Operators Manual (MMA, NAIA, MAKIA, PHIA & AIIA). However, the procedures need to be amended for acceptance. MMA, Lagos SOP has been accepted for its implementation	60%
GRF 12	Provide the necessary means and resources for the implementation (human, financial and material resources)	The Airport Operator (FAAN) has provided internal training to its Airfield personnel and deployed measuring Rulers, RCR Form booklets, hand held radio (Walkie-talkie), cover all vehicles . However, the ANSPs and Airlines are yet to fully have a bye-in towards active participation in GRF activities/responsibilities	70%
GRF 13	Conduct on-the job Training (OJT) on the implementation	The internal training conducted by the operator (FAAN) at four regional airports (Lagos, Abuja, Port Harcourt and Kano) & 6 other airports for all safety critical personnel involving the RSTs at these airports in October, 2021 and May, 2022 respectively. The Scenarios, exercises and group presentations as well as practical field assessment conducted during the training. However, other stakeholders are advised to invest in personnel training and re-training.	75%
GRF 14	Perform tests/trials prior to the effective implementation	PHIA, NAIA, MMA, MAKIA, AIIA conducted GRF Trial Run in readiness for the Applicability Date November 4 though not all the action items have been completed. Effective coordination is required in this regard.	75%
GRF 15	Applicability date for the new methodology for assessing and reporting runway surface conditions	Partially compliant due to some delays with adequate completion of GRF 5,6,7,8,10, 11,12,13 & 14 action items.	75%

APPENDIX 1B



