



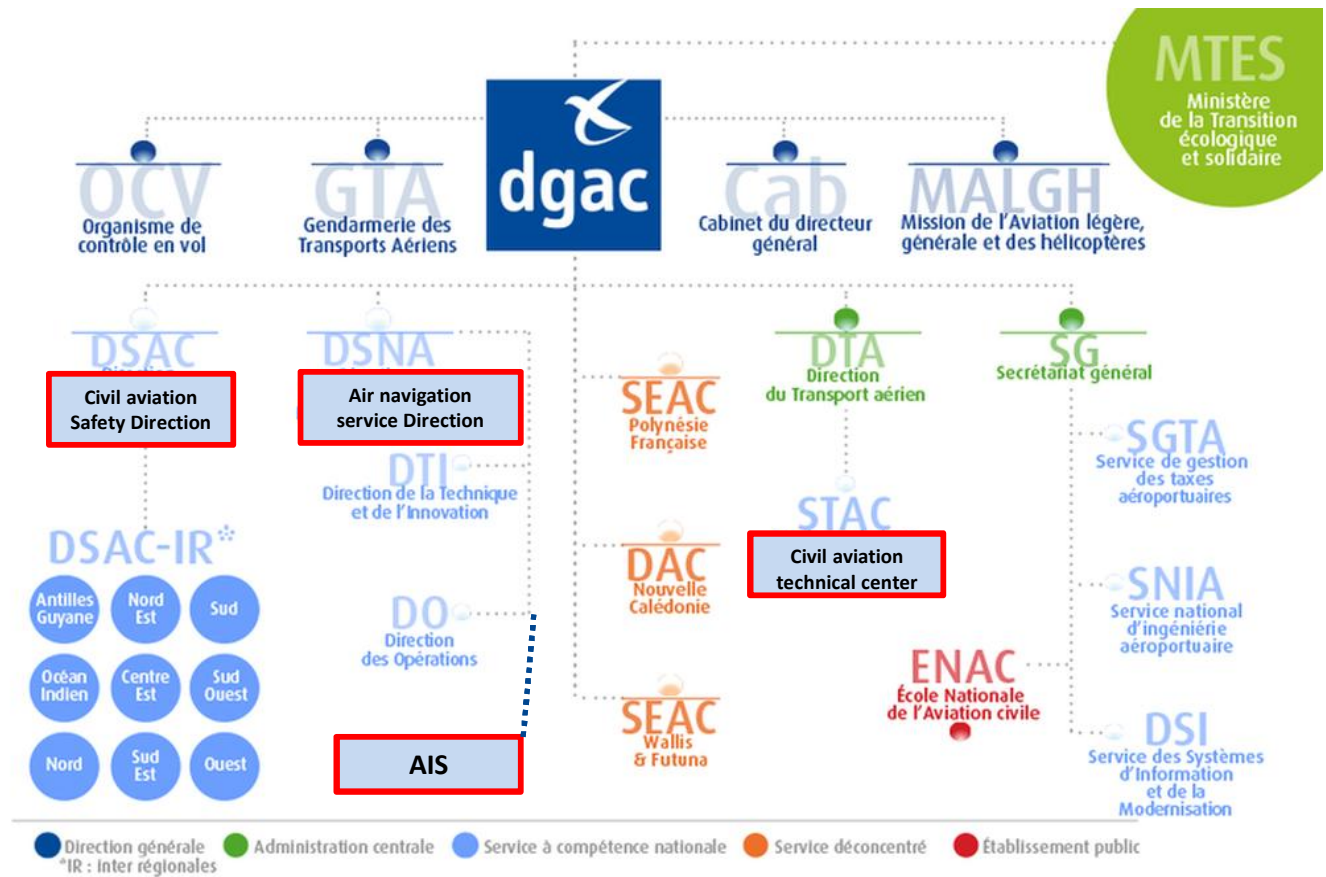
# GRF: FRENCH EARLY IMPLEMENTATION

How to be ready for November 2020?

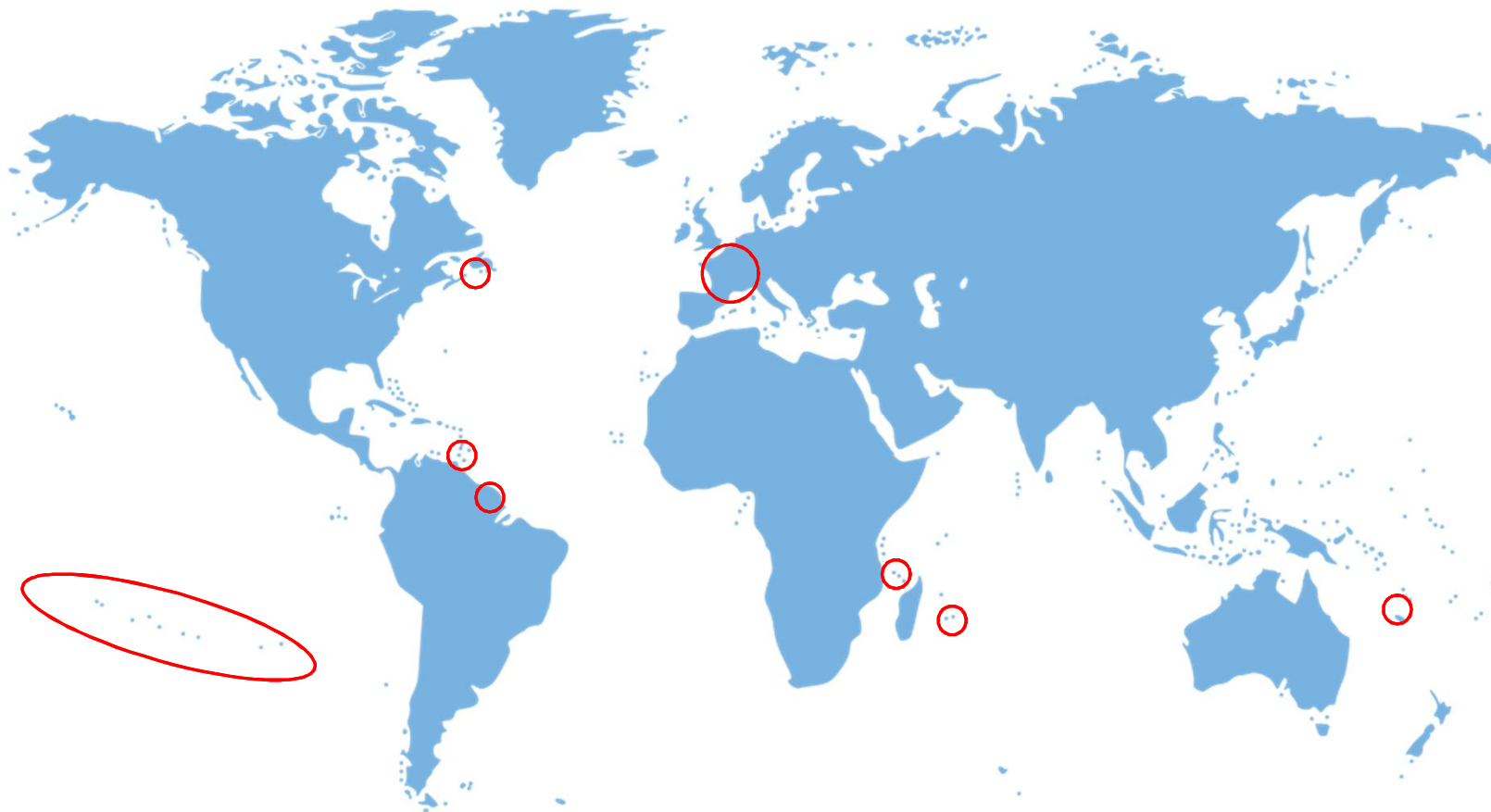
Antoine DEJEAN DE LA BATIE, project manager

# 2

# FRENCH CAA



### 3 FRENCH AERODROMES ALL AROUND THE WORLD



# 4

## CONTEXT

- **Regulations**

- European regulation concerning airports and phraseology is not published
- National regulation is not stabilized

- **Training**

- Airport operators don't speak English so they need training session in French, which is not available.

# 5

## INVOLVED AIRPORTS

- **Airports subject to the French regulation:**
  - ATC / AFIS
  - Public aerodromes
  - Do not have European certificate
  - And receiving
    - Commercial air traffic
    - And providing air traffic services

**Need to be confirmed**

## 6

# INVOLVED AIRPORTS

- **In 1st estimate, around 150 aerodromes will be involved in GRF**
  - 55 EASA certified airports
  - 53 EASA exempted airports
  - 35 overseas aerodromes
  - 6 national aerodromes (non-concerned by the EASA Basic Regulations)
  - 3 aerodromes receiving both military and civil traffics

# 7

## WHY AN EARLY IMPLEMENTATION

- **Because...**
  - We have many airports to prepare
  - We have various climatic conditions
  - To improve our operational knowledge about GRF
  - To help our regulatory department to define the best perimeter for national regulation
- **And because ICAO encourages early implementation**

# 8

## GRF EARLY IMPLEMENTATION

- **2 voluntary airports: Strasbourg and Colmar**
  - EASA certified / EASA exempted
  - Harsh weather during winter → RCR and SNOWTAM more frequent
  - Commercial navigation / non-commercial navigation



## GRF EARLY IMPLEMENTATION

- **French CAA involvement:**

- STAC: to present GRF method and to help airports on operational aspect
- DSAC: to help airports on administrative aspect
- DSNA: in order to train ATC and to modify protocol between airports and ATS
- DTA: in charge of the ATS regulation, it helps DSNA to be compliant with the regulation

## GRF EARLY IMPLEMENTATION

- **We organized this implementation into two parts:**
  - Shadow mode
  - Official mode

# 11

## SHADOW MODE

- **Began on 25th November on both airports**
  - Operators make GRF inspection
  - Airports operators decide a RCR and transmit it to the ATC
  - ATC ask pilots for AIREP regarding the RCAM and transmit it to airport operators, who compare AIREP to RCR
- **ATC transmit AIREP in real time if they are different than RCR and in the evening if they confirm the RCR**

## OFFICIAL MODE

- **Begin mid-January**

- Pilots will be inform by an AIC
- Using SNOWTAM published by EAD (discussion between french CAA and EAD on using actual SNOWTAM format to transmit GRF information with field T)
- Test of different interfaces (inspectors ↔ ATC, ATC ↔ pilot, airport ↔ EAD...)

# 13 1ST CONCLUSION

- **A very important time is necessary for airport to be ready:**
  - Change procedures and main documents (snow plan, ATC protocol...)
  - Operators training
  - Manufacture new tool (measurement tool, automated document for RCR...)



## 1ST CONCLUSION

- **Social aspect:**
  - Airport inspectors don't understand why they need to change their procedures
  - French operators trust CFMD
  - Airports manager have to organize special meeting with inspectors representative to explain the reform and comfort them

- **How could be aware light aircraft?**
  - How could they use the code?
  - Are there AIREP significant?
- **ATC:**
  - Frequency occupation
  - AFIS + frequency
- **Changing weather**
- **Pilots and companies knowledge about GRF**

## CONCLUSIONS

- **Don't lose time !!!**
- **Organize meeting with all stakeholders (operators, SGS, ATC...)**
- **How could be aware light aircraft?**
  - How could they use the code?
  - Are there AIREP significant?



# PRÉPARONS LE CIEL DE DEMAIN

2  35

[Antoine.dejean-de-la-batie@aviation-civile.gouv.fr](mailto:Antoine.dejean-de-la-batie@aviation-civile.gouv.fr)

[Herve.bilot@aviation-civile.gouv.fr](mailto:Herve.bilot@aviation-civile.gouv.fr)