

# GLOBAL REPORTING FORMAT IMPLEMENTATION – FINAVIA PERSPECTIVE

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**FINAVIA**

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## Content

- Statistics of RCAM contaminants
- How to handle NON RCAM conditions
- Finavia reporting recovery plan



## In brief

- Finavia supports GRF and will implement it with some fine-tuning
- New reporting software (GRR) is in test use.
- Integrations to other systems /system design under development
- Runway inspector training (appr. 230 persons) will continue intensively after winter season is over till September
- One key questions is what reporting system to use from September to 5.11. ?





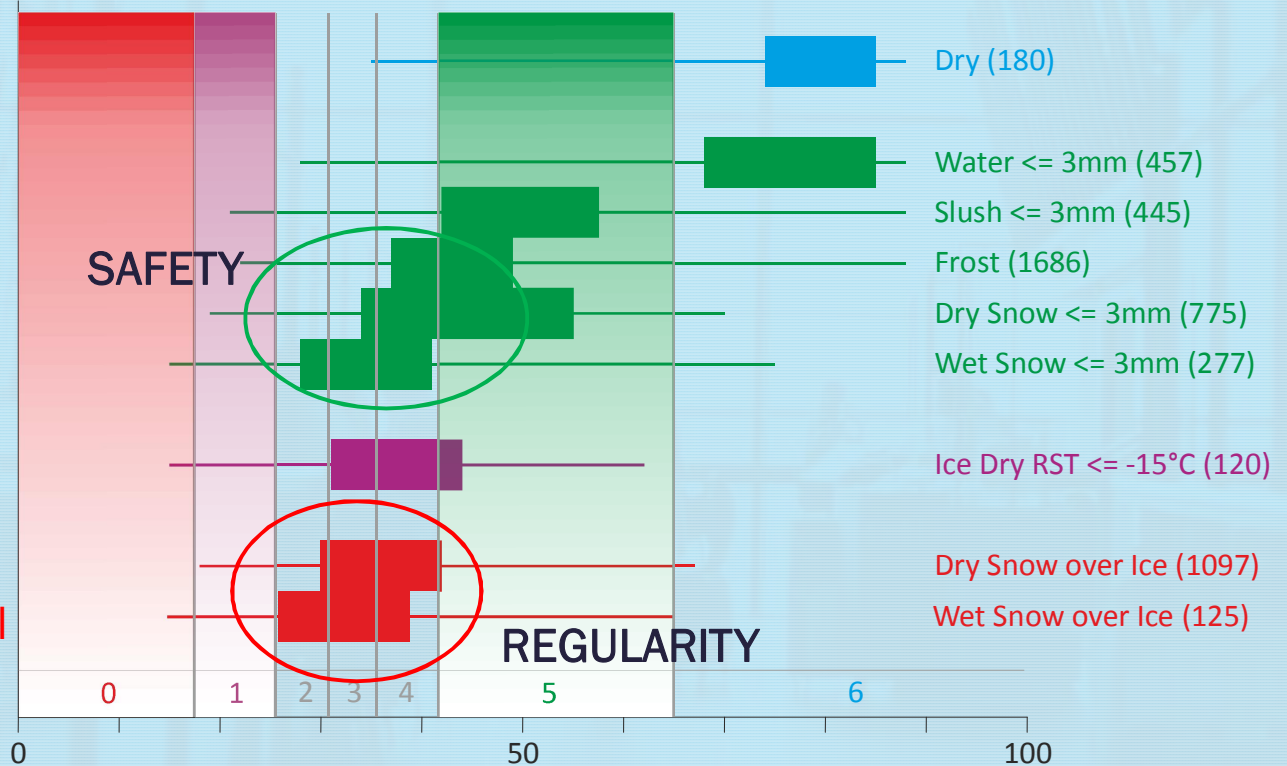
# STATISTICS: ANALYSIS OF RCAM CONTAMINANTS

RCAM Nominal RWYCC may not always be exactly accurate

Thin snow based contaminants are often much more slippery than nominal RWYCC=5. Minneapolis case!

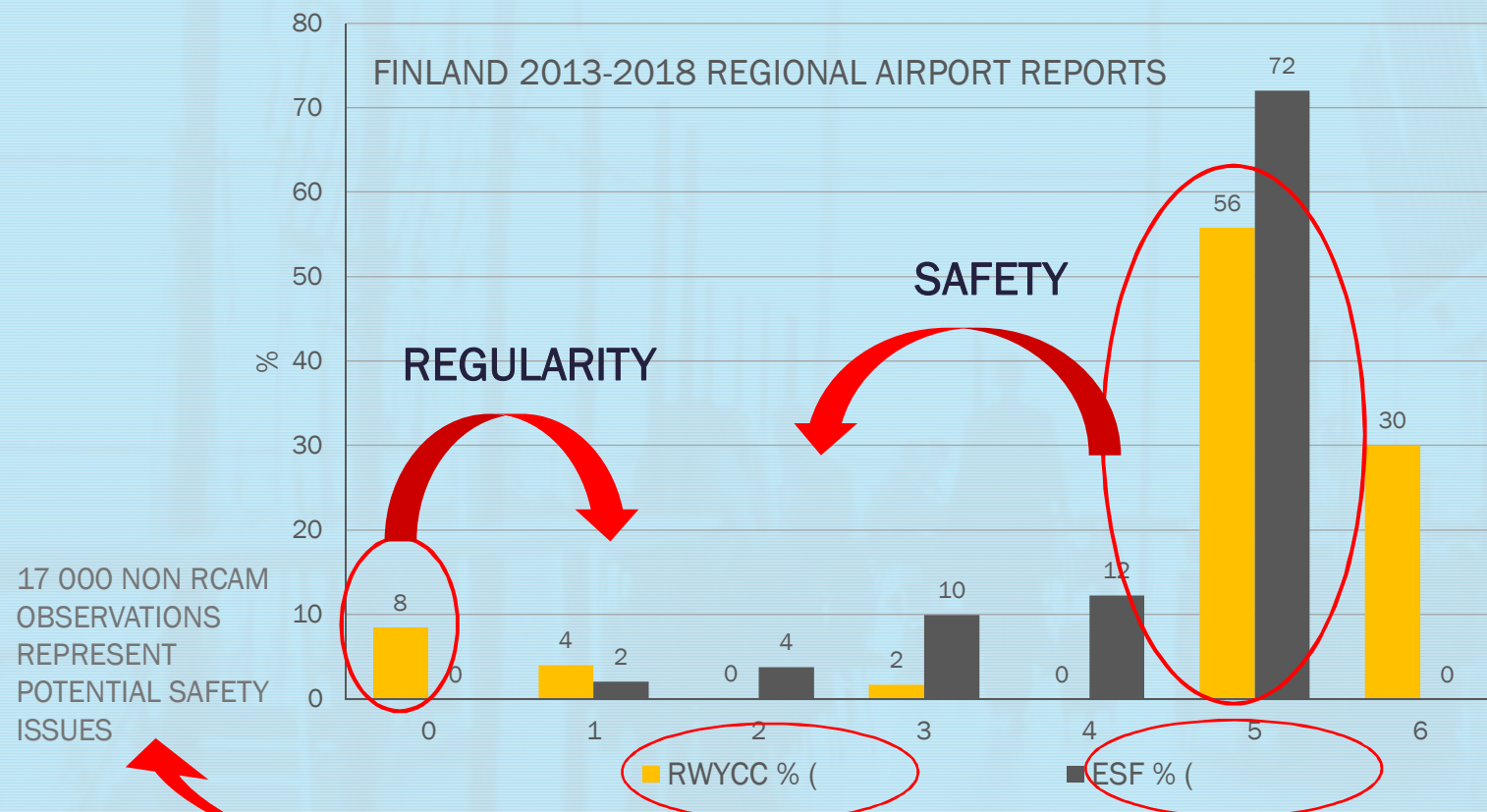
Thin snow based contaminants on top of ice are often better than nominal RWYCC=0.

Only named contaminant(s) reported on runway third (total amount: 45 000 measurements)  
Contaminant coverage reported 100% (RWYCC friction limits based on 2017 analysis)



# STATISTICS: RCAM CONTAMINANTS

Solely RCAM based RWYCC may lead to polarization



# NON RCAM GUIDANCE

Most common NON RCAM conditions

Our principle

”...report what you see, not what you are suppose to see...”

1. DRY SNOW on top of FROST
2. FROST on top of ICE

also:

SLUSH on top of WATER  
FROST and WATER/WET SNOW  
WET SNOW on top of WATER  
SLUSH on top of ICE





# NON RCAM GUIDANCE

How to handle NON RCAM conditions!?

- **DRY SNOW** on top of **FROST**  
Add up frost depth with dry snow and report dry snow.
- **FROST** on top of **ICE**  
Convert frost to dry snow and report dry snow on top of ice.
- **SLUSH** on top of **WATER**  
Convert water depth to slush, add up and report slush.



# NON RCAM GUIDANCE

## How to handle NON RCAM conditions

- **FROST and WATER / WET SNOW**  
If water/wet snow depth  $\leq 3\text{mm}$ , report contaminant with largest coverage.  
If water/wet snow depth  $> 3\text{mm}$  and coverage  $> 25\%$  report water/wet snow.
- **WET SNOW on top of WATER**  
Convert water depth to wet snow, add up with and report wet snow.
- **SLUSH on top of ICE**  
Convert slush depth to wet snow or water and report wet snow on top of ice or wet ice.





# REPORTING RECOVERY PLAN

Reporting is carried out by using a software

- **Normal system status**  
Client application is used to report runway conditions. Server will create SNOWTAM message and delivers message to AFTN network
- **Network or server down**  
Client application is used locally. Results are saved on a client. Client result SNOWTAM message will be passed manually to AFTN network.
- **Client down**  
Fully manual backup. Form will be filled. Form will guide user to report TO-critical RCAM contaminant and LDG-critical RWYCC.

The screenshot displays the 'THIRD INPUTS' section of the reporting software. It includes a vertical navigation bar on the left with buttons labeled 'A', 'B', and 'C'. The main area contains the following fields and controls:

- RWYCC**: A red triangle icon.
- RCAM**: A dropdown menu with a downward arrow.
- LFC**: A dropdown menu with an upward arrow.
- Combine Contaminants**: A checked checkbox.
- Specially P**: An unchecked checkbox.
- Depth (mm)**: Two input fields, one with a value of 5 and a '+1' button, and another with a '-1' button.
- Coverage (%)**: Two sets of radio buttons with options '<10', '25', '50', '75', '90', and '100'.
- Third Coverage (%)**: Radio buttons with options '50', '75', '90', and '100'.
- RUNWAY INPUTS**: A section header.
- Assessment Date**: A text field containing '19-02-11 16:06'.
- Comments**: A text area.
- Measure Friction**: A button at the bottom right.

**THANK YOU!**