



International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

First Meeting (ASPIG/1)

(Cairo, Egypt, 19-21 November 2019)

**Agenda Item 4: AGA Global and Regional Developments
- Global Reporting Format (GRF)**

RUNWAY SURFACE CONDITIONS: THE GLOBAL REPORTING FORMAT

(Presented by the Secretariat)

SUMMARY

This paper aims to bring attention to the member States the urgency and need to ensure implementation of Global Reporting Format (GRF) by States before November 2020 through the development of a robust implementation framework at national levels.

Action by the meeting is at paragraph 3.

REFERENCE

- GRF2019 Symposium Outcomes (Montreal, 26 March 2019)
- ICAO State Letter (Ref: AN 4/1.2.26-16/19 dated on 5 April 2016) on the adoption of Amendment 13 to Annex 14, Volume I.

1. INTRODUCTION

1.1 According to the ICAO iSTARS data, Runway Safety-related accidents and incidents are aviation's number one safety related risk category of which more than half were due to runway excursions.

1.2 ICAO State Letter aforementioned, urged States to implementation of the enhanced Global Reporting Format (GRF) by paying attention to the need for every stakeholder to make the necessary adjustments in their management and operational procedures, including provision of the necessary training programmes prior to implementation.

1.3 The implementation of the GRF involves several stakeholders i.e. regulators, aerodrome operators, relevant ANSPs, aircraft manufacturers, airlines and pilots.

2. DISCUSSION

2.1 A runway excursion is defined as a *veer off or overrun of the runway surface*, which can happen during landing or take off. One main contribution factor involves adverse weather that results in runway surface being contaminated by water, snow, ice, or slush, with potentially negative impact on an aircraft's braking, acceleration or controllability.

2.2 To help mitigate the risk of excursion, ICAO has developed a harmonised methodology for the assessing and reporting of runway surface conditions. This methodology, known as Global Reporting Format (GRF), will be globally applicable November 5th, 2020.

2.3 GRF is meant for aerodrome operators to rapidly and correctly assess runway surface conditions, whether they are exposed to wet runway conditions, snow, slush, ice, or frost, or any other contaminant which has an impact on aircraft operations performance during landing and take-off, including adverse weather conditions.

2.4 Pilots will assess the reports, determine their aircraft's performance by correlating a unique code with performance data provided by aircraft's manufacturer. This assists pilots to correctly carry out their landing and take-off performance calculations for wet or contaminated runways. Pilots will also be able to report their own observations of runway conditions, thereby confirming the initial assessment report or providing an alert to the changing conditions.

2.5 This information will all be relayed from the Aerodrome Operator through Air Traffic Control (ATC) or AIS as NOTAM and finally to the pilots. If the conditions of the runway have changed, the Pilots will also send the changing conditions based on their own assessments of the Aircraft performance back to ATC who will inform the subsequent Aeroplanes and AIS to make the necessary adjustments accordingly.

2.6 The GRF methodology will have an impact on the State's Regulations, Guidance material, and Aerodrome Manuals of Air Traffic Management at Aerodromes including AIS reporting formats. It is therefore paramount that States train the aviation industry to ensure universal implementation leading to a harmonized assessment and reporting of runway surface conditions and improved flight crew assessment of take-off and landing performances.

2.7 As the outcome of the Symposium conducted in March 2019 in Montreal, Canada on GRF, regional seminars were planned in regions, aiming to assist States on GRF implementation. Accordingly, the ICAO MID Office scheduled a Regional Global Reporting Format (GRF) to be held in Cairo from 30 to 31 March 2020.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) to agree to the following Draft Conclusion:

Why	to assist States on GRF implementation
What	organize a Regional Seminar on GRF
Who	ICAO MID Office
When	Q1 2020

***DRAFT CONCLUSION I/XX: REGIONAL SEMINAR ON GLOBAL REPORTING
FORMAT (GRF)***

That, a Regional Seminar on Global Reporting Format (GRF) be organized by the ICAO MID Office during the First Quarter of 2020.

- b) request States to report on the current implementation of the GRF to the ICAO MID Regional Office;
- c) request an active participation of International Organizations (IATA, ACI, CANSO) in the conduct of Regional Seminars;
- d) urge States to ensure appropriate participation of the concerned stakeholders (CAAs, Airports Operators, ANSPs, Airlines, etc.) to the upcoming Regional GRF Seminar; and
- e) encourage States to organize National Forums to ensure full implementation of GRF.

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