International Civil Aviation Organization

RASG-MID Steering Committee

Seventh Meeting (RSC/7)
(Cairo, Egypt, 3 – 5 March 2020)

Agenda Item 3:   **Regional Performance Framework for Safety**

ASPIG/1 OUTCOMES RELATED TO THE
RUNWAY SAFETY TEAMS IMPLEMENTATION

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the new provisions related to Global Reporting Format (GRF) (applicability date 5 November 2020) and Runway Safety Teams Implementation. Action by the meeting is at paragraph 3.

REFERENCES
- Runway Safety Methodology - ICAO Runway Safety Handbook - Global Runway Safety Action Plan

1.   INTRODUCTION

1.1   The First meeting of the Aerodrome Safety, Planning and Implementation Group (ASPIG/1) was held at the ICAO Middle East Regional Office in Cairo, Egypt, from 19 to 21 November 2019.

2.   DISCUSSION

Global Reporting Format (GRF)

2.1   The ASPIG/1 meeting noted that the runway excursion is a top safety challenge, which can happen during landing or take off and 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 breaking, acceleration or controllability.

2.2   The ASPIG/1 meeting was apprised of the harmonized methodology developed by ICAO to help mitigate the risk of excursion by assessing and reporting of runway surface conditions. This methodology, known as Global Reporting Format (GRF), will be globally applicable as of 5 November 2020.

2.3   The ASPIG/1 meeting was informed that Qatar started the implementation of the GRF by establishing the GRF regulation, guidance material, and coordination with the aerodrome operator.

2.4   The ASPIG/1 meeting was apprised of the FAA's efforts to assist in globalizing the Takeoff and Landing Performance Assessment (TALPA) initiative through the GRF2020 efforts and recognized the abundant amount of TALPA and GRF2020 training and awareness information and tools already available to ICAO to achieve the 05 November 2020 GRF implementation objective. The ASPIG/1 meeting thanked FAA for sharing their experience.

2.5   The ASPIG/1 meeting highlighted that the GRF methodology will have an impact on the States' Regulations, Aerodrome, ATM and AIS Operating Manuals including the reporting format. It is therefore paramount that States ensure that appropriate training is provided to concerned stakeholders, in order to achieve a harmonized global implementation of GRF.

2.6   Based on the above, the ASPIG/1 meeting agreed to the following Draft Conclusion:

Why	– to assist States on GRF implementation – to report on GRF implementation – to raise awareness on GRF at National level
What	– organize a Regional Seminar on GRF – State Letter on GRF implementation reporting to ICAO MID Office – National Seminar/Workshop/training on GRF
Who	ICAO MID Office States and stakeholders
When	Q1 2020

DRAFT CONCLUSION 1/2:   *REGIONAL SEMINAR ON GLOBAL REPORTING FORMAT (GRF)*

That,

a) *a Regional Seminar on Global Reporting Format (GRF) be organized by the ICAO MID Office during the first quarter of 2020;*

b) *International Organizations are requested to actively participate in the conduct of Regional Seminar;*

c) *States are urged to ensure appropriate participation of the concerned stakeholders (CAAs, Airports Operators, ANSPs, Airlines, etc.) to the upcoming Regional GRF Seminar;*

d) *States be requested to report on the implementation of the GRF to the ICAO MID Regional Office; and*

e) *States be encouraged to organize National Fora (Seminar, Workshop, training etc.) to ensure full deployment of GRF at their airports.*

Progress on Runway Safety Team Implementation

2.7   The ASPIG/1 meeting noted that Runway safety-related accidents continue to represent the most significant source of aviation accidents worldwide and remain aviation's number one safety risk category.

2.8   The ASPIG/1 meeting was apprised of the Global Runway Safety Action Plan (GRSAP) that provides recommended actions for all runway safety stakeholders, with the aim of reducing the global rate of runway excursions and runway incursions. The ASPIG/1 meeting highlighted that the GRSAP guides the integrated activities of States, Airports, Airlines, Air Navigation Service Providers and Manufacturers to implement runway safety improvement and risk reduction measures, with an overall objective of reducing runway safety related fatalities and accidents globally.

2.9   The ASPIG/1 meeting recognized the importance of establishing Runway Safety Teams at International Airports to improve safety and urged States to submit their detailed Runway Safety Implementation Progress/Plan as at **Appendix A** including the GRF deployment at the Airport level.

2.10   Based on the above, the ASPIG/1 meeting agreed to the following Draft Conclusion:

Why	to provide detailed RSTs Implementation Progress/Plan including the GRF Deployment at Airports
What	State Letter/RST Implementation Progress/Plan
Who	ICAO/States
When	May 2020

DRAFT CONCLUSION 1/5:   RUNWAY SAFETY TEAM IMPLEMENTATION PLAN

That, States be urged to provide the ICAO MID Office by February 2020 with a Runway Safety Team Implementation Progress/Plan, using the Template at Appendix A.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   urge States, that have not yet done so, to use the guidance included in the GRASP for the establishment of Runway Safety Teams;

b)   review and endorse the proposed Draft Conclusions.

APPENDIX A

STATE RUNWAY SAFETY DETAILED IMPLEMENTATION PLAN

FOR 2020 - 2022

PART A			
	(Yes/No)	**If No indicate**	
		Planned Starting Date (Month, Year)	**Planned END Date** (Month, Year)
CAA established requirements and activities aimed at improving runway safety through a State Runway Safety Programme			
CAA included the prevention of runway safety accidents and incidents is in the State's SSP			
CAA include requirements for manual flying skills on approach and landing in recurrent training for pilots			
CAA established requirements for a reporting format for assessing and reporting runway surface conditions in accordance with the ICAO Global Reporting Format (GRF)			

PART B								
State	**Number of Aerodromes included in the AOP Table 1-1 of the MID ANP**	**Responsible Oversight Body**	**Number of RST**					
			Implemented	**Registered on ICAO Data Base**	**Planned to be Implemented**	**Planned Starting Date**	**Planned End Date**	**Remarks**

PART C									
State	**Aerodrome Name included in AOP Table 1-1 of the MID ANP / ICAO Reference Code**	**Certified**	**Aerodrome Traffic Density (*)**			**GRF Deployed**	**RST Implemented**	**RST Registered on ICAO Data Base**	**RST planned to be Implemented**
			Light	**Medium**	**Heavy**				
		(Yes/NO)				(Yes/NO)	(Date)	(**)	(Date)

Legend:

*: *Aerodrome Traffic Density*

a) *Light. The number of movements in the mean busy hour is not greater than 15 per runway or typically less than 20 total aerodrome movements.*

b) *Medium. The number of movements in the mean busy hour is of the order of 16 to 25 per runway or typically between 20 to 35 total aerodrome movements.*

c) *Heavy. The number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.*

Note 1. *The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.*

Note 2. *Either a take-off or a landing constitutes a movement.*

**: *RST Registered on ICAO Data Base*

To register the Aerodrome RST, please fill the RST Survey at this **link**.

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