



Global Reporting Format A new Concept

to report Runway Surface Condition

Runway excursions

- Aviation's number one safety risk category
- Caused usually by more than one factor;
 - Unrealistic or Erroneous Perf. Calculations
 - Unstable approach – Hot & High !
 - Long flare or floating
 - Inadequate use of reverse thrust and spoilers
 - Tailwind
- Among the top contributing factors are **poor braking action** due to contaminated runways combined with **shortfalls in the accuracy** and **timeliness of assessment** and **reporting of the runway surface conditions**.



What are Pilots struggling with today?

- Inadequate aircraft performance data.
- Huge NOTAM files where information about runway condition may disappear.
- Different ways of reporting runway condition, friction or braking action.
- Increasing information flow & workload
 - Preflight
 - In Flight





Benefits for pilots - the end users

RCR 0393 EFHK 03260455

04R 5/5/3 100/100/100 02/03/05

WET/ SLUSH/WET SNOW OVER COMPACTED SNOW

LOOSE SAND. TWY Z POOR. APRON POOR



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DEPTH



Benefits for pilots - the end users

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06R **5/5/3** 100/100/100 02/03/05

WET/ SLUSH/WET SNOW OVER COMPACTED SNOW

CHEMICAL TREATMENT ON THE RUNWAY





Benefits for pilots - the end users

- RCR – improves Situational Awareness

- Information about those aerodrome conditions that do not affect the takeoff or landing performance;
 - Drifting snow
 - Loose sand
 - Chemical treatment
 - Snowbanks
 - Taxiway conditions
 - Apron conditions
 - etc

Timeliness reporting

- The RCR is of utmost importance for the pilot
- It must be ensured that accurate information is made available in a timely manner.
- High standards for RCR/RWYCC dissemination should apply for all AIS-stakeholders (Aerodrome personnel, ATS, Flight Service, ACARS etc).
- A single report that is received by the pilot during final approach might be useless.





Roles and Responsibilities

- The international problem today lays over;
 - Policies
 - Methods
 - Parameters
- Differences may lead to confusions
- Various parts of the industry may not speak the same “language” even though they believe they do.
- Solid **training** about the coming **GRF** is imperative for all stakeholders involved, persons on the ground and in the air.

**Leaflet is not enough
Training required**



Roles and Responsibilities

- The most important key players in the safety chain are;
 - The **person on the ground**, identifying and reporting hazardous conditions on the movement area
 - **The pilot** using that information for safe operation of the aeroplane.
 - The role of the **aeronautical information services (AIS)** and **air traffic control (ATC)** is to disseminate the information in a timely manner in accordance with standardized formats and procedures established for international use.



GRF Concept

Common Rules

- ✈ For all Airports
- ✈ For all Manufacturers
- ✈ For all Operators

Performance to match Reported Conditions

- ✈ Std RWY condition assessment
- ✈ Allow Performance determination

Shared Operational Landing Perf. Computation

- ✈ Realistic Air Distance
- ✈ Representative Friction
- ✈ All Physical effects considered

Harmonized implementation Benefits

- Globally Harmonized implementation is self-evident in International Operations
 - State specific peculiarities pose a risk



IFALPA wishes...



Willingness for a global GRF change

