IFALPA



Global Reporting Format A new Concept

to report Runway Surface Condition

Capt. Jussi Ekman

GRF Symposium



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

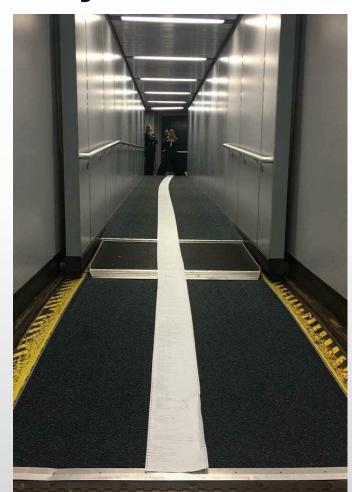






What are Pilots struggling with today?

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





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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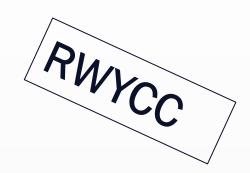
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TWY Z POOR. APRON POOR



RCR 0394 CYUL 03261155 06R 5/5/3 100/100/100 02/03/05 WET/ SLUSH/WET SNOW OVER COMPACTED SNOW



CHEMICAL TREATMENT ON THE RUNWAY



- → 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

Performance to match Reported Conditions

Shared Operational Landing Perf. Computation

- → For all Airports
- → For all Manufacturers
- → For all Operators
- → Std RWY condition assessment
- → Allow Performance determination

- → 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