



ICAO



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3	Once the system is implemented, will there be a database with the runway conditions of airports in the States participating in the program?	ICAO was reviewing an option, similar to the Runway Safety Teams implementation record, however it is still in the preparation phase. Each ICAO Regional Office will be working with its Member States to monitor	There will be no database of airport runway conditions. ICAO is about to implement a GRF implementation registry by States, but it is under evaluation.
5	Will specific training be required for flight crew and / or operator dispatchers under LAR 121?	Indeed, this change will require the knowledge of the crew, given the changes in Annex 6 and other related annexes. Some of that is going to be mentioned. ICAO is working with IATA to prepare crew training. Likewise, within the SRVSOP, coordination is being carried out to take the amendments in the corresponding LAR regulations. I invite you to visit https://www.icao.int/safety/Pages/GRF.aspx	Doc. 10064 Airplane Performance Manual - First Edition (Advance unedited) - 2020, proposes initial instruction for flight crews on the evaluation and reporting of runway condition, with a duration of at least 1.5 hours. In the Circ 355 - Evaluation, measurement and notification of the state of the runway surface, in 2. EXAMPLE OF A LIST OF SUBJECTS FOR TRAINING PILOTS ON CONTAMINATED RUNWAY OPERATIONS, you will find an example of the instruction module. However, periodic training is encouraged throughout the implementation period of the report, in support of change management. In the same sense, initial and periodic instruction for flight dispatchers, with a scope limited to their function.
6	Will ICAO certified courses be available to support staff reporting RWY status?	ICAO currently has a course prepared in conjunction with ACI, but is currently only in English. You can enter https://www.icao.int/safety/Pages/GRF.aspx for more information.	
7	Should training for air operators be in the Aircraft Operations Manual (OPS) specifically in Part D?		Doc. 10064 Airplane Performance Manual - First Edition (Advance unedited) - 2020, proposes initial instruction for flight crews on the evaluation and reporting of runway condition, with a duration of at least 1.5 hours. In the Circ 355 - Evaluation, measurement and notification of the state of the runway surface, in 2. EXAMPLE OF A LIST OF SUBJECTS FOR TRAINING PILOTS ON CONTAMINATED RUNWAY OPERATIONS, you will find an example of the instruction module. However, periodic training is encouraged throughout the implementation period of the report, in support of change management. In the same sense, initial and periodic instruction for flight dispatchers, with a scope limited to their function.
8	Is Circular 355 already available in Spanish?	Yes, the Spanish version is already correct. Thank you	Available at https://store.icao.int
9	I understand that the status on the runway will not be codified for water on the runways, in the case of the countries of the tropics, so do you remove that space at the WMO ICAO level from the structure of the METAR and SPECI reports?	The presentations will try to expose that the evaluation is about the condition of the runway at the moment and logically, as the weather can change. It will also briefly indicate changes in documents such as SNOWTAMs. However, we take note of your question in case it cannot be answered during this event.	
11	I would like to know if the presentation will be available.	A video in Spanish and one in English will be available. The links will be shared after the event. We also invite you to look at the portal https://www.icao.int/safety/Pages/GRF.aspx where we also hope to place	Presentations and videos will be available at the following addresses: https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2020-GRF
12	When will Circular 355 be published?	It is already available, but it is a paid document (except for Member States / CAAs). You can search it at https://store.icao.int or if you have access on the ICAO secure portal	
13	The periodicity with which the RCR must be carried out and the equipment or instruments required to carry out the Reports?	During the presentations we hope to answer your question. The best "tool" for evaluation is staff training. The periodicity will depend on the change in the coverage conditions and type of contaminants on the runway.	



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14	Good morning is there a way to get the slides in english	There is no plans for now to translate them to English, however, we took note on your request. If you like more information on this matter, I invite you to go to https://www.icao.int/safety/Pages/GRF.aspx as there is a lot of information in English there.	
17	What relationship will this have (GRF) with technical measurements with continuous friction measuring equipment. Since putting 1 or 6 would arise from an observation of a person ?, that is, it would be very variable according to perception. Thank you	The interaction between continuous measurement equipment and this report format is explained in detail in Circular 355. The measurement equipment will serve for decisions such as determining if a runway is "slippery when wet", but it will not necessarily serve to determine the code, which, as it indicates, is mainly based on evaluations. As we indicated, this webinar is very general, so we take note of your comment as a topic to be discussed in greater detail in future events.	
18	Are there any recommendations for the case of volcanic ash on the runway?		We transcribe what is indicated in Circular 355, which basically indicates that for the purposes of the report, volcanic ash is not considered in the determination matrix (RCAM): <i>4.31 Type of contaminant. Different contaminants affect the contact area between the tire and runway surface, where the stopping force is generated, in different ways. A water film of any depth leads to the partial separation (viscous aquaplaning) or total separation (dynamic aquaplaning) of the tire from the surface. The smaller the surface, the smaller the force of adhesion, and the less braking is available. This is why the maximum braking force decreases at higher speed and depends on contaminant depth. Other fluid contaminants have a similar effect. Hard contaminants such as ice or compacted snow prevent contact between the tire and runway surface completely and at any speed, effectively providing a new surface that the tire rolls on. A deterministic classification of the stopping performance can be made only for the contaminants listed in the RCAM. For other reportable contaminants (oil, mud, ash, etc.), there is a large variance in the aeroplane performance effect, or insufficient data are available to permit a deterministic classification. An exception is rubber contamination, for which in-service data indicate that an assumption of RWYCC 3 restores usual performance margins. Runway surface treatments with sand, grit or chemicals may be very effective or detrimental depending on the conditions of the application, and no credit can be attributed to such treatment without verification and validation.</i>
19	Could you please expand the way of making the report, when the aircraft will be performing the operation from the runway opposite the minor (example runway 15-33).		In the RWYCC reporting scheme, three-thirds of the runway is reported in a sequence that begins with the lowest runway designator, for example, at direction 15, even if the runway in use is at direction 33.
23	Is there a way to include this information in the ATIS?	Hi, we took note of your comment to expand on the Q&A. Depending on the condition/code, it may be needed to be communicated by NOTAM or SNOWTAM	According to PANS Aerodromes 1.1.1.8: "When the runway is wholly or partly contaminated by standing water, snow, slush, ice or frost, or is wet associated with the clearing or treatment of snow, slush, ice or frost, the runway condition report should be disseminated through the AIS and ATS services. When the runway is wet, not associated with the presence of standing water, snow, slush, ice or frost, the assessed information should be disseminated using the runway condition report through the ATS only".



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26	And there is no subjective component in the Pilot's evaluation? Your evaluation will normally be subjective, as you have no indication of that efficiency.	We take note of your comment to expand on the Q&A and consider it in future events. The intent of this reporting standardization is to casually reduce subjectivity. Logically, air operators in their procedures must include the impact on performance in relation to reports. Several operators already operating in States with the GRF implemented have already incorporated	Doc. 10064 Airplane Performance Manual - First Edition (Advance unedited) - 2020, in Table 2-1. Correlation of runway condition code and pilot reports of runway braking action, proposes a standardized way to adjust the subjectivity of AIREP. These concepts are expected to be taught to the flight crews of the air services operator.
27	What criteria would be taken in case the crews' perceptions are different from what the aerodrome operator reports after successive runway condition evaluations?	We take note to expand it in future events. There is indeed a need for the aerodrome operator's report to be taken as valid, however the crew also plays an important part in the feedback.	
28	After receiving feedback from a pilot, should the aerodrome operator reassess runway condition?	In the PANS Aerodromes it is indicated that yes, the pilot's report is one of the situations that leads to the need for a new assessment of the runway condition. A pilot report that does not agree with the last evaluation (paragraph 1.1.3.3 of Chapter 1 of Part II of the 2nd Edition of the PANS-AGA)	
29	How is the evaluation and notification of this system related to the macro and micro texture of the pavement and the measurements of coefficient of friction?		The aspects related to the pavement and their relationship are specified in Circular 355 Capt. 3. Regarding the relationship between the coefficient of friction measurements and the new global format, it is important to highlight what is indicated in Annex 14V1 2.9.9. The relationship between the use of coefficient of friction measurement devices and the report are specified in Chapter 6 of Circular 355. In general, according to point 6.3 of Circular 355, the only two uses of the devices are: <i>6.3 Friction measuring devices have two distinct uses at an aerodrome:</i> <i>a) primarily for maintenance of the runway pavement: it is used as a tool for monitoring the trend of the surface friction characteristics and is related to the minimum friction level (continuous friction measuring devices only); and</i> <i>b) for operational use: it is used as a tool to aid in assessing the RWYCC when compacted snow and ice are present on the runway (continuous friction measuring devices or decelerometers).</i>
31	Have the characteristics of competencies and training needs (contents) been defined for the personnel of the Aerodrome Operators?		The training aspects are defined in annex 14 Vol. I in its attachment A, section 6.8 and in Appendix H of Circular 355
33	Is there a checklist to serve as a guide to ensure full implementation / understanding of these changes?		Appendix F of Circular 355 includes Table F-2 which includes a list of tasks and those responsible for implementation aspects. In addition, as a result of the SAM Office GRF event in 2019, participants prepared a small checklist that can be accessed at https://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_EN.aspx?m= 2019-GRF
37	How often does a runway condition report have to be issued?		See PANS Aerodromes PART II, 1.1.3.1 AND 1.1.3.2



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39	Within the guide documents and the CIR 335, are there established requirements for the equipment necessary for the standardization of measurements and reports, as well as requirements for the training and training of personnel?		<p>The source of the procedures for its implementation is the PANS Aerodromes, Document 9981. For this evaluation, no equipment is necessary but good training.</p> <p>The information obtained from the global notification format is a data chain resulting from an evaluation process in which the procedures described in the PANS-Aerodromes are applied.</p> <p>Information provided by personnel assessing and reporting the surface condition of runways is crucial to the success of the global reporting format. This requires such personnel to receive instruction so that they can perform their duties.</p>
40	Under this new system, will decelerometers no longer be used?		<p>The quick answer is it depends. This is due to reasons explained in Circular 355 and that we take note to expand in the future event. According to Circular 355, measurement equipment is addressed, its limitations and use under certain conditions. For reference, I am attaching an excerpt from Chapter 6 of Circular 355:</p> <p><i>6.3 Friction measuring devices have two distinct uses at an aerodrome:</i></p> <p><i>a) primarily for maintenance of the runway pavement: it is used as a tool for monitoring the trend of the surface friction characteristics and is related to the minimum friction level (continuous friction measuring devices only); and</i></p> <p><i>b) for operational use: it is used as a tool to aid in assessing the RWYCC when compacted snow and ice are present on the runway (continuous friction measuring devices or decelerometers).</i></p>
41	How can measurements be made on the runway under MET conditions such as "lightning / thunder" without putting personnel at risk? In the same way we would like to know the physical tool has been more successful in making fast measurements with a good level of accuracy and finally if there are automatic equipment to carry out the measurements.		<p>There are currently manufacturers experimenting on systems / equipment to support the report, however, ICAO recommends that the procedures stipulated in the PANS Aerodromes be followed, which are improved with adequate personnel training.</p>
42	In tropical countries such as Colombia, in some periods it will have all the aerodromes controlled, with a report of 5. In that case: which aerodromes should report? When speaking of operators: are the concessions (operators) responsible or the State in each concessioned aerodrome?		<p>Annex 14 Vol. I does not determine exceptions at the aerodromes in which this new global format must be applied, so it would apply to all aerodromes covered by Annex 14, those with international operations.</p> <p>Usually (since it depends on national regulation) the aerodrome operator is responsible for the report.</p>
43	Could you do a specific webinar for ATS, related to how you receive the information and how you should provide it? As well as the specific wording.		<p>It is noted. ICAO headquarters is working with CANSO on virtual training. See https://www.icao.int/safety/Pages/GRF.aspx</p>
44	Since when is a change in the condition of the runway surface considered "SIGNIFICANT" to perform a new evaluation and report?		<p>Those that conform to the parameters (such as contaminant thickness, type of contaminant, temperature, etc.) achieve a significant change in the condition of the Runway.</p>
46	At the level of the States of the region, is there any detail of how many of these are in the possibility of having this reporting methodology implemented by the established date?		<p>Work is underway to agree and harmonize a form of reporting to measure regional implementation</p>



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49	My query is also related to the periodicity with which the RCR must be performed and thus also related to the specific instrument to carry out said measurement.	The periodicity will depend on the changing conditions. It is something that we can expand in future events to ensure your understanding. Regarding instruments, the best is staff training. This is essential given that the use of instruments has been evaluated in some latitudes but they are still issues under analysis.	See PANS Aerodromes Part II: 1.1.3.1 & 1.1.3.2
50	In relation to data collection in the field, foreseeing that in many cases these will be taken under rainy conditions, is there any detail of what equipment can be recommended to carry it out without having to send personnel in person to the field? This thinking about the risks of possible electrical storm.		The expectation is that the level of training of the personnel will even allow the evaluation to be made from the protection of the vehicle. However, we take note to expand on future events.
52	For your information the tables worldwide have been made for brakes are not considered reverse		Some aircraft may include information about the use of reversals in their AFM. It is important that the operator maintain close contact with the aircraft manufacturer to establish the appropriate correlation between the runway condition report and the performance information provided in the AFM.
54	Consideration should be given to how the chain of information transmission from the RCR should be directly to the ATM and not always to the AIM due to the speed of the information. Then the SNOWTAN will be issued by the AIM		If the conditions are given, according to the requirements of Annex 15, the SNOWTAM should be issued
58	Would it be necessary to carry out continuous inspections, whenever we have climatic changes (rains) or is it recommended to have a greater number of runway inspections?		In principle yes, since they would be significant changes in the accumulation of the pollutant (water). See PANS Aerodromes Part II: 1.1.3.1 & 1.1.3.2
59	Is it possible to evaluate a correlation of rain intensity with degree of accumulation of water on the runway? Obviously it is not possible to go out and measure the amount of water accumulated with each rain.		This analysis could be possible, but requires the analysis of several variables such as the drainage conditions of the runway, the intensity of the rain, among others.
62	Thanks if you have availability I would like to get the address of the video from Brazil		https://www.tinyurl.com/anacgrf
66	Where is the operator report embedded in MET messages?		The message from the MET provider should be considered in the moment prior to the event that could cause contaminants to exist on the runway (contaminant means the volume of water in the runway). It should be coordinated so that TREND forecasts indicate the possible occurrence of hydrometeorological phenomena that may cause a puddle situation on the runway.
68	If the aerodrome operator does the runway inspection and delivers it directly to the ATS service, my question is at what point is meteorology related? How do you participate in this process?		The message from the MET provider should be considered in the moment prior to the event that could cause contaminants to exist on the runway (contaminant means the volume of water in the runway). It should be coordinated so that TREND forecasts indicate the possible occurrence of hydrometeorological phenomena that may cause a puddle situation on the runway.
70	Will the GRF applicability be applicable to certified and non-certified airports?		It is applicable to all aerodromes with international operations, and those that the States define according to their national regulations.