



**Twenty-fourth meeting of the AFI Regional Planning and Implementation Group (APIRG / 24)
(Virtual meeting - November 2-4, 2021)**

Agenda item 3: Performance framework for the planning and implementation of regional air navigation

Implementation of the GRF at ASECNA and challenges

(Presented by ASECNA)

RESUME

This document describes the arrangements put in place by ASECNA as part of the implementation of the new runway condition report format (GRF), including the new SNOWTAM format in its member states and provides an update on challenges to be resolved for better implementation in the AFI Region.

REFERENCE(S)

Amendment 13-B to Annex 14 - *Aerodromes, Volume I - Design and operation of aerodromes*; Annex 3 - *Meteorological service for international air navigation*; Annex 6 - *Aircraft operations, Part I - International commercial air transport - Airplanes and Part II - International general aviation - Airplanes*; Annex 8 - *Airworthiness of aircraft*; Annex 15 - *Aeronautical Information Services and Procedures for Air Navigation Services (PANS) - Aerodromes (PANS-Aerodromes, Doc 9981), Aeronautical Information Management (PANS-AIM, Doc 10066) and Air Traffic Management (PANS-ATM, Doc 4444)*, Circular 355, Assessment, Measurement and Reporting of Runway Surface Conditions and in Doc 10064 Airplane Performance Manual (in preparation).

1. Introduction

1.1 Following the training workshops organized by the ICAO / WACAF Office in Accra (Ghana) and Dakar (Senegal), in which ASECNA experts took part, the Director General set up a joint committee made up of experts from the Headquarters and Representations of Mali, Niger and Togo in the fields of ATS, AIM, MET, IGC, SMI (Integrated Management System).

1.2 A roadmap was defined for the Agency, for the implementation of the GRF in a coordinated manner in its 17 Member States as of November 4, 2021.

1.3 This working paper reports on the mechanism put in place by the Agency for the assessment and reassessment of the runway surface condition, the reporting of the results to AIM services and air traffic controllers, guidelines defined for the publication of aeronautical information on the condition of the runway surface, and the means of communication to be used for the dissemination of information relating to the condition of the runway surface.

2. Challenges of ASECNA in the implementation of the GRF

2.1. In the context of the implementation of GRF, the challenges of the Agency were in particular to :

- Ensure the quality management assurance for the change in a context of resilience marked by COVID 19;
- Participate in the success of national committees set up in States as recommended by ICAO;
 - Ensure the training and qualification of ATS personnel, AIM involved in the treatment

of the RCR and that of the civil engineering infrastructure personnel of aerodromes managed by ASECNA;

- Define the guidelines for the treatment of RCR in a unique manner in its member countries;
- Update the production systems and communication resources of the RCR;
- Define the SNOWTAM dissemination process through its centers;
- Define the SNOWTAM treatment process in the PREFLIGHT Information bulletins;
- Update its website to put SNOWTAM online;
- Publish information circulars relating to the implementation of SNOWTAM;
- Carry out practical simulation tests

3. Realization process

3.1. ASECNA initially trained online and in OJT the members of its CO-GRF committee led by the representative of ASECNA in Mali. The CO-GRF committee has set up local GRF teams in each member state chaired by the aerodrome commanders. These teams made it possible both to participate in national GRF committees and to report in real time on concerns to be taken up by the CO-GRF.

3.2. In the CO-GRF roadmap, the first step was to carry out safety assessment studies in each country member with the participation of Civil Aviation authorities to analyze the potential sources of risk to be anticipated for implementation.

3.3. Through the trained CO-GRF experts, who are instructors in the various fields of Civil Aviation, course modules have been developed. Instructors in the areas of AIM, ATS and IGC for aerodromes managed by ASECNA were remotely trained and assessed. Training certificates have been issued. Local instructors in their turn have also initiated training for their aerodrome personnel.

Job performance guidelines for AIM personnel and controllers have also been developed. Interface contracts and operations manuals are being updated in the Agency's centers

An AIC on the GRF has been published and the AIP has been updated to the sections concerned by the GRF for entry into force on 04 November 2021

The AMHS mask for processing SFA messages to date is 60% updated in Agency member countries and the process is continuing. Regarding the SNOWTAM automated processing system, the update process is in process but a workaround solution has been developed and tested in the pilot centers of Lomé, Libreville, Brazzaville and Bissau in order to allow automatic processing of SNOWTAM. on arrival and departure by AIM staff and for PIB production.

Practical exercises were carried out with the participation of CO-GRF on some sites

3.4. Under the main challenges for ASECNA as an Air Navigation services provider, there are mainly: ***the communication process of the RCR*** from the Aerodrome Operator to the ANSP then to the crews, the regulatory provisions relating to ***the distribution of a SNOWTAM by an NOF or an AIM unit*** and the list of recipients, ***the cancellation of a SNOWTAM before the 8 hours deadline***, and the provisions related to ***the interpretation of the flowchart B of ICAO Circular 355 relating to cases of the presence of standing water below 25%*** in regions not exposed to ice, snow and frost. For this last point, *paragraph 4.47 of the circular indicates that it is necessary to mention the percentage of coverage between 11% and 25% while flowchart B specifies that in the event of coverage of less than 25% there is no RCR.*

4. Actions by the Meeting

4.1. The meeting is invited to:

- a) Take note of the information contained in this document,
- b) Adopt a common mechanism in the AFI region for routing SNOWTAM messages between centers, preferably through NOFs;
- c) Examine and clarify points 4.47 and flowchart B of Circular 355;
- d) Propose to ICAO, like CANCEL NOTAMs, a mechanism for canceling a SNOWTAM when runway surface conditions have returned to normal well before the 8-hour deadline set