

May 26, 2020 12:45 PM Webinar ID	Actual Start Time	# Question
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Question	Asker Name	Answer(s)
Hi, I'd like to post these 2 questions before I forget. 1. Is GRF applicable to all airports? If not, what are the criteria for implementation? 2. Is safety assessment required for this change? Are there any best practices could be shared to the community?"		1) GRF is applicable to all international airports. It would make sense to also impmenet at other airports within a state to avoid having multiple methodologies in use. 2) A safety assessment of the change would need to be performed in accordance with normal SMS practices.
When do you report 6/6/6 on the ATIS /	John Wagstaff	When it is reported in the Runway Condition Report (RCR). (RCR into ATIS - ongoing; administrated by ICAO Secretariat)
When do you issue aNOTAM with only rain ?	John Wagstaff	A NOTAM is issued when water accumulates or flows i depth over 3 mm or any RWY-third is classified as slippery wet. ICAO guidance for 30 years on the significant distance to be used for maintenance and reporting purposes is 100 meter.
What is the ICAO view on the idea presented by EASA to postpone the GRF implementation by at least six months due to the ongoing COVID-19 pandemic?	Soeren Fuerbas	EASA (and the EU) have decided upon a change. ICAO is responding to concerns of States and industry by considering a one year delay to the applicabilty date. A decsion by the ICAO Council is expacted to be taken in June 2020.
Is there a specific format for reporting the rwy condition report to ATC/AIS?	Gunness Ramdial	Yes. The format is the Runway Condition Report (RCR). There are no difference in the information provided between the RCR and the SNOWTAM (AIS). The RCR format is also the basis for reporting to ATS.
Can we have certificate of attendance or participation. thank you.	Erlyn Yongque	Certificates are not provided for webinars
Prior to issue of RCR or transmission of information on ATIS, can the controller continue with informal reports of "damp' or 'Wet' ?	John Wagstaff	No. Damp is reported as WET in the Runway condition Report (RCR) (RCR into ATIS - ongoing; administrated by ICAO Secretariat).
is it applicable for all airport (Domestic and International)?	Ram Bali Mahato	International, but it would be good practice to apply to domestic airports too (thereby avoiding have two methodologies within a state).
Hello colleagues. Would like to know coordination between ICAO nad EASA and if date of implementation 5th Nov 2020 is still applicable and could be confirmed?	Ivo Priplata	EASA (and the EU) have decided upon a change. ICAO is responding to concerns of States and industry by considering a one year delay to the applicabilty date. A decsion by the ICAO Council is expacted to be taken in June 2020.
Is there standardized form of written format of report (after inspection on airport) or it is up to airport and ATS to agree together how information will be shared between two subjects and published?	Milan Avramovic	Yes. The Runway Condition Report (RCR) is the standardised report and is the basis for dissemination/promulgation of the information. Detailed information can be found in PANS-Aerodromes (Doc 9981).
Runway condition reporting requires trained and competent personnel. Do ICAO recommends approval of personnels. if yes, can the training standards format be shared.	Suvrita Saxena	ICAO set as a standard that personnel shall be trained and competent to perform their duties. ICAO Guidance on training of personnel is given in Annex 14, Vol I, Attachment A, Section 6. It is recognized that information provided by the aerodrome's personnel assessing and reporting runway surface condition is crucial to the effectiveness of the runway condition report.
How does GRF system e relates with TALPA ARC and FAA advisory circulars on the matter? Will GRF become part of EASA and FAA regulations?	Joao Duarte	The GRF has its origins in TALPA and the two concepts are very similar, with any (small) differences to be aligned in due course. EASA will incorporate the GRF into European regulations.
Which value of friction has to demonstrate an equivalent friction to that of a wet runway (RWYCC 5) can be use for upgrading from RWYCC 0 or 1 to RWYCC 3?	Lukas Kolin	There is no specific global value of friction set by ICAO.

Does ICAO plan releasing any Guidance how to / what from SNOWTAM2020 (GRF) shall be transmitted in ATIS message? (e.g. what is preferred/expected 1) RCC indexes (5/5/5) vs. 2) Breaking action Good/Good/Good) ? This is currently missing and I can see lot of questions here."		This important topic is being addressed by an ad-hoc expert group, with additional information based upon existing SARPS and guidance, to be released in the summer of 2020.
1) Have ICAO conducted a risk assessment on the effect on pilots / aircraft operations if the RCC has been overestimated or underestimated? What would be the anticipated risks / effects to pilots if an inaccurate RCC has been issued? 2) As it takes time for the water depth measuring mechanism to mature, if we are experiencing difficulties in measuring the depth of water on runway surface in the initial stage of implementation, would ICAO prefer having an inaccurate code issued to pilots, or no code (use the conventional way) at all?"		1) A "misreporting" of the RWYCC by one level is not systematically mitigated by the 15% margin. It is acknowledged that for the inspector, the condition of a runway may be difficult to assess in terms of its effect on aircraft performance. However, this should not entice the inspector to apply conservatism to his judgement. Reporting should be done based on what is observed, with particular attention to the wheel tracks. As far as possible, ambiguous conditions should be removed with runway treatment. Pilots are encouraged to assess the worst acceptable condition during their descent preparation. When conditions are marginal, delaying takeoff or diverting should be considered. In any case, in contaminated conditions pilots should make best use of the runway by controlling their touchdown point and maximizing the use of deceleration devices until a safe stop is assured. 2) The main tool in recording information for reporting is visual observation. ICAO does not consider that specific equipment is required to produce appropriate RCRs. Lack of equipment is not an excuse for not reporting prevailing conditions.
With so many guidance and regulations on the matter often airlines are implementing their own interpretation. Is ICAO pushing for the implementation of these regulations within the major aviation authorities making it an international standard?	Joao Duarte	The implementation of the GRF is a 'shall' in Annex 14, so ICAO seeks global, harmonised, implementation. An extensive awareness campaign, in cooperation with industry, has been underway over the last year and this will continue until the applicability date.
What is the major factor which took the ICAO to think that there is a need for change from the present surface reporting format?	Aswani Kumar VK	Previous reporting standards were not geared to providing information that was relevant to aeroplane performance.
Will any technical equipment like e.g. RWIS (Runway weather information systems) or mobile road/runway sensors mandatory to measure and report the runway condition?	Markus Moi	The main tool in recording information for reporting is visual observation. ICAO does not consider that specific equipment is required to produce appropriate RCRs. Lack of equipment is not an excuse for not reporting prevailing conditions.
What is the recommended method by ICAO to measure water depth on runway?	Ho Him Samson Wong	Experience! And a long straight edge ruler...
How often should we update/report the SNOWTAM? Is the frequency of reporting a standard or recommendation?	JOSEPH RAYMUND CANLAS	PANS-ADR states that the SNOWTAM should be updated whenever a significant change occurs. Significant changes have been identified with criteria relevant to aircraft performance. The maximum validity period of a SNOWTAM is however 8hrs, after which a new SNOWTAM must be issued if the situation remains unchanged.
Is it mandatory to include a full GRF report on ATIS, as obviously, that would make the ATIS very long.	Ho Him Samson Wong	In principle yes. This important topic is being addressed by an ad-hoc expert group, with additional information based upon existing SARPS and guidance, to be released in the summer of 2020.
can we have approved training module(s) on the subject?	Iftikhar Ahmed	Training material available through the GRF web page (https://www.icao.int/safety/Pages/GRF.aspx).
Just to confirm, the GRF will still be received in a SNOWTAM. Only the content of the report is changing, but not the name?	Dana Elsoueidi	Correct. The only information provided by the originator will be in form of a Runway Condition Report (RCR). This RCR information is disseminated by a SNOWTAM with full integrity of the information intact (no change).
for dynamic changing conditions of weather i.e., Dry to wet to Standing water, how can RCR be given at very busy runway.	Suvrita Saxena	The timeliness of the RCR can be achieved by using state-of-the art information technology. A Runway Condition Report (RCR) can then be disseminated within seconds.
How will the implementation of the GRF affect the manpower requirement for aerodrome operators? Shall we have a dedicated personnel in the implementation or distribute the workload to department concerned (i.e. engineering, operations personnel)?	JOSEPH RAYMUND CANLAS	ICAO requires that runway surface conditions assessments and reporting are conducted by trained and competent personnel. The selection of the personnel including the number is a decision of the aerodrome operator based on the operational needs.
Using an breaking coefficient measurement device is no longer mandatory?	George Barcaru	Correct.
if the depth of the contamination less than 3mm how we will report it in the RCR ?	Mohammad Nabil Al Nababteh	Less or equal to 25% coverage - RWYCC 6
Is there a rule according to which ATS has to inform airport operators mandatorily about PIREPs received?	Marco Vignoletti	Yes. ICAO: PANS-ATM (Doc 4444) 4.12.7 Forwarding of braking action information. EASA: (EU) 2020/469, ATS.OR.530 Forwarding of braking action information

looking at the time lag during landing of an aircrafts, is it actually necessary to calculate to performance at the time of landing?	CAVEN AKAMA MUKWELLE	The landing performance data was named Landing Distances at Time of Landing to distinguish them from the Landing Distances used at time of Dispatch. The intent is to clarify that the flight crew should be able throughout the approach to judge whether a safe landing can be made or not. Annex 6 paragraph 4.4.11 defines a gate at 1000 ft above aerodrome elevation as the time for the check that performance requirements are fulfilled. The intent of this gate is to set a reasonable time during the approach for a final assessment, which also coincides with a typical approach stability check. This does not mean that the crew should be getting out their EFB or tables to compute landing distances at this moment. I mentioned "canned decisions" in my presentation: Flight crew should be making their computations during the approach preparation, about 30 to 20 minutes out. At that time they should make themselves aware of the worst acceptable conditions for a safe landing, in terms of RWYCC or crosswind for example.
Is there any certified tool (by ICAA, EASA, etc) to measure the GRF ? If not, is there any communication with any manufacturer in process to be confirmed in the short future ?	Aris Patrikakos	For the time being there is no tool which is at least certified or accepted by EASA that measures contaminant depth and coverage. EUROCAE is working to develop standards for Runway Weather Information Systems
Will pilots be able to give reports that give a better condition or only worse (Southwest accident)	Lachlan Gray	Annex 6 paragraph 4.4.2.1 mandates only AIREPs of worse than previously reported conditions. This is because mandates have to be relevant for safety. However, for an aerodrome, it is also interesting to obtain trends of runway braking action that are improving. In the US, where there is a stronger tradition of pilot reports of braking action, ATC can inform approaching aircraft that "braking action reporting is in force". This encourages the crew to provide AIREPs both of worse and better conditions. It is correct that in the Southwest accident at Chicago-Midway in 2005, the conditions degraded significantly in just 20 minutes, which could only have been identified in a timely fashion via AIREPs.
Is any transition period planned from the existing procedure to new procedure?	Gireesan M	(Question is on transition period, as in a phase where old and new SNOWTAM coexist side-by-side.) The applicability date is currently 5 November 2020. There is discussion to extend the date by one year, until 4 November 2021, with a decision from the ICAO Council expected in June 2020. All States are expected to implement by the applicability date.
Does Airbus have Getting To grip on GRF ? if yes, how to get it ?	Atchou Kossi AMAH	AIRBUS does not publish a GTG on GRF. Airbus has published a series of related articles on the Airbus World portal since performance data was published in 2012.
will implementing GRF in the International Airports in the country an acceptable compliance? while some smaller airports will follow by 2021	Marlene Singson	Yes, the GRF is aimed at international aerodromes. However, it does make sense to also implement for domestic aerodromes too. Bear in mind that there may be risks if you operate two systems within your state (one for international, another for domestic).
What is the management of loose sand on the runway	Ali Salem Hassan	Loose sand to be removed as rapidly and completely as possible.
What do we mean by 1. RWYCC Downgrade??	Aydefer Admassu	A downgraded RWYCC is a RWYCC stating a lower RWYCC than the one following from the Runway Condition Assessment Matrix. The assessor has then taken into account all available information available to him and assigned a lower RWYCC.
Is there standard certified equipment for continuous RWY Condition monitoring and reporting of RWY CC	Rupeshkumar Thakur	No.
is there any best practices methods to measure the coverage and the depth of the contaminations ?	Mohammad Nabil Al Nababteh	The per cent coverage is assessed (not measured) by trained and competent personnel.
What are the disadvantages if Aerodrome has manual Runway condition Reporting procedure	Rupeshkumar Thakur	Timeliness of the information provided. Making use of state-of-the-art information technology improves significantly on the timeliness of the information. It also improves on the quality assurance of providing the RCR information on a correct format.
One and only one snowtam should be available for an RWY what is the standard procedure for dissemination chain	Hatem Jaouadi	The Runway Condition report (RCR) are disseminated as a SNOWTAM using AIS. A SNOWTAM cancels the previous SNOWTAM. PANS-AIM (Doc 10066), Appendix 4, <i>Instructions for the completion of the SNOTAM format</i> .
Is there a published training program for flight crew?	Rohan Parekh	The recent published Doc 10064 Aeroplane Performance Manual contains a syllabus on flight crew training for the GRF. ICAO endorses the commercially available IATA training. Third parties such as the NBAA are making material available freely. There may be small differences when training was originally developed for the US TALPA implementation in 2016.

If there is 3 mm of water on the runway, the RWYCC is 5. If there is 4 mm of water on the runway, the RWYCC drops to 2. How can you make sure you report the correct RWYCC in this 3-4 mm of water range if you conduct visual observations only?	Hide Sterk	When performing the assessment for the Runway Condition Report (RCR) the assessor make use of all information available to the assessor. Depth information on mm level will be available from the trend monitoring and maintenance activities where measurements normally will be part of the activities. If there are deficiencies with the runway surface characteristics leading to ponding and rutting above 3 mm these will be reflected in NOTAMS. This information, together with the prevailing weather conditions, will form the basis for the visual inspection and assessment leading to a assigned RWYCC.
How to estimated coverage contaminated area ? by visually or use measurement equipment ?	dedy sri cahyono	The per cent coverage is assessed (not measured) by trained and competent personnel.
Is there an available safety assement prepared by all concerned entity prior to the implementation?	JOSEPH RAYMUND CANLAS	The implementation of the GRF is the outcome of analyses of various incidents and accidents where runway surface conditions were a contributing factor, therefore the new method addresses the risks
Can we use NOTAM instead in case of SNOWTAM is it not applicable in some countries ?	Teeravee Yongwattanajiranon	No. The RCR is disseminated by strictly adhering to the SNOWTAM format. PANS-Aerodromes (Doc 9981) 1.1.2.5 and 1.1.2.6.
What periodicity does the ICAO recommend RCR?	Aswani Kumar VK	A new Runway Condition Report (RCR) whenever there is a significant change. PANS-Aerodromes (Doc 9981) 1.1.3 <i>Operational practices</i> .
Did you recommended a National workshop to spread perfectly the new provisions?	Hatem Jaouadi	Yes
Is RCR also need for non certified aerodrome ?	Sanjay Kumar	RCR is applicable to all aerodromes serving internation commercial traffics. It would make sense to also impmenet at other airports within a state to avoid having multiple methodologies in use.
What is the time interval for updating RCR?	Rohan Parekh	A new Runway Condition Report (RCR) whenever there is a significant change. PANS-Aerodromes (Doc 9981) 1.1.3 <i>Operational practices</i> .
In broadcasting the new method for rwy surface conditions, does ATC mention RWYCC (condition codes) or the RWY surface condition/description by voice-ATC and/or ATIS? e.g. 5/2/2 or wet/standing water/standing water?	ROBIN ALZONA	ATC should mention both the RWYCC and surface condition descriptor in voice and ATIS messages. (RCR into ATIS - ongoing; administrated by ICAO Secretariat)
In the tropical area, heavy rain can come and go quite fast, maybe 15 or 30 minutes. That also means the the water level on the runway may change rapidly. Are NOTAM and ATIS remain appropriate for communication in this situation?	Dolsarit somseang	In such conditions voice and ATIS are likely to be the main means of communication (assuming 3mm or less. 4mm or more requires a SNOWTAM). (RCR into ATIS - ongoing; administrated by ICAO Secretariat)
What will be impact on RCR/RWY CC if diffrence of elevation in Runway threshold is high, specially if water is contaminat?	Rupeshkumar Thakur	High (significant) difference in RWY thresholds with water present as acontaminant may have as a consequence a longitudinal flow of water along the runway. If rutting is present STANDING WATER may form and appropriate RWYCC assigned RWYCC 2 (or lower if reason for downgrading is present).
will it be possible to provide recorded version of webnair at registered email ID of participants?	sanjiv soni	Recording available to the public on the ICAO webinars website
Armann: will it be assured, that the Notam information (slippery when wet, pond, etc.) will also be on the ATIS as part of the RCR? That would be very much preferable over having to keep one of way many Notams in mind..."		This important topic is being addressed by an ad-hoc expert group, with additional information based upon existing SARPS and guidance, to be released in the summer of 2020. (RCR into ATIS - ongoing; administrated by ICAO Secretariat)
In case of heavy rain, (more than the drainage capacity), it is possible to have standing water more than the specified e.g. 3mm. In this condition, wherther it is considered as standing water or otherwise, eventhough, it is not due maintenance issue. Please clarify.	Mukesh Verma	Correct. If the precipitation rate overwhelming the drainage capacity of the runway such that accumulates or flows in depth assessed to be above 3 mm over a significant distance it is considered as STANDING WATER and a RWYCC 2 is reported. ICAO guidance (for 30 years) on the length of a significant distance for maintenace or reporting purposes is 100 m.
To understand the GRF methodology holistically, especially for an aerodrome operator, it is essential to know how the RCR information is read and reacted by the cockpit crew. Theoretically assign the RCC and collating information string is understandable. The learning will be complete if the guidance material (9981) articulates some explanation on how this information is going to be used and reacted by the cockpit crew.	Narayanasamy Venkatachalapathy	The use of the RCR by the cockpit crew is described in the Circular 355, along with an explanation on how the various reporting criteria affect aircraft braking performance. You can also consult the Doc 10064 Aeroplane Performance Manual on this matter.
would like to know is the standard reporting format been formulated for both aerodrome operators and ANS providers. Is there any standard equipemnts or tools recommended by ICAO to measure and report the surface condition"		For the time being there are no standard equipment or tools recommended by ICAO to measure and report the runway surface conditions

The presentation shows reportable surface condition as DRY, WET, WET SLIPPERY AND STANDING WATER..... Whereas Annex 14 gives 4th one as CONTAMINATED. Can you please explain?	Aswani Kumar VK	How the various terms relates to each other follow from the definition of Runway surface condition(s) . See Annex 14 Vol I, 1.1 Definitions. The term contaminated is not a reportable term. See Annex 14 Vol I, 2.9.5.
Does GRF need AIM Software for publication or we can publish it by simple SNOWNOTAM in case AIM Software not implemented yet?	Walid Mhamdi	The new SNOWTAM Format fully implements the GRF. Implementation should be coordinated with the AIS provider
How exactly do you differentiate between "wet (5)" and "slippery wet (3)"?	Jonathan Tay	When the runway surface friction characteristics are below the minimum friction level specified by the State. Annex 14 Vol I, 10.2.3. See also Note 1 to 2.9.9. Supplementary tools to undertake the assessment are described Attachment A to Chapter 1 in the PANS-Aerodromes (Doc 9981).
What is the status on Aeronautical Publication format to be published for new SNOWTAM format?	Rupeshkumar Thakur	Published in PANS-Aerodromes (Doc 9981) Second Edition 2016 and PANS-AIM (Doc10066) First Edition 2018.
Many operators are in financial trouble. Will IATA reduce the cost of the online GRF RCR training?	Ben Uffen	This is a matter for IATA.
does the braking condition shall be considered into the RCC from the airport operator?	Lemon Lin	The RWYCC describes the effect of the runway condition on aircraft performance in terms of available braking action and lateral control. The assessment of the RWYCC for each runway third is a two-step process: A primary RWYCC is assigned on the basis of the runway surface condition as listed in the RCAM, the runway inspector then uses all other available information to decide whether there is a need for a downgrade or the potential for an upgrade. These decisions can only be made in an informed way by the aerodrome personnel on the ground. So this is an aerodrome responsibility.
A good question to which ICAO should answer is how likely is the delay of the applicability of AMD 77B Annex 3 from 5 November 2020 up to 4 November 2021?	Angelo Romito	The ANC has recommended a delay to the ICAO Council. However, it is not possible to predict the outcome of Council deliberations.
does above 3mm wet rwy..indicates that the rwy is not suitable for landing?, would it be a basis for suspending arrival?	KELVIN TROY BARINAN	No. The RWYCC 2 has to be assigned. (Or RWYCC 1 if downgraded). The Flight crew will use this information as part of their performance calculations for the actual operation.
Which Airports in world implements GRF and new SNOWTAM so far and what are their experience on implementation difficulties?	Rupeshkumar Thakur	Very few to date. The main experience is in the USA with their closely related TALPA. They have been very supportive sharing their experience with other states and industry by participating to ICAO seminars and workshops. Related presentations can be found through the links on GRF@icao.int
Halloo.. i want ask 2 questions.. 1. in accordance Annex 14 - aerodromes explained that the braking action category contained only 5 codes, while in the presentation there were 6 codes namely dry. whats the difference? 2. is there any guidance on the technical calculation of braking action? in order to minimize multi-interperception of users. thanks"		1) The RCAM has 7 levels of braking actions, identified with corresponding RWYCCs numbered 0 through 6. The Annex 14 focusses on the range from 1 to 5, as these are the values that you will most frequently see reported. Indeed, RWYCC 6 stands for a dry runway, which is only reported to cancel a previous SNOWTAM of worse conditions. On the other end of the spectrum, RWYCC 0 signals very slippery conditions in which no operations should be knowingly conducted. That means that when such conditions are identified, the runway must be closed and the condition mitigated. 2) The process for identifying the appropriate RWYCC is described in Doc 9981 PANS-ADR and Circular 355. It is correct that it relies on observations, which requires a trained and qualified runway inspector.
Due to the increased detail in reporting, it will be impractical to do this via RT to ATC. Will this not see a delay in re	Colin Mulligan	An ATC broadcast may be the most timely means of transmitting new information, but ATIS and SNOWTAM are likely to be the preferred means. (RCR into ATIS - ongoing; administrated by ICAO Secretariat)
After the implementation, even after quick inspections we need to report in GRF?	ANOOP GANESH	Yes, following the Runway condition report (RCR) procedurss in PANS-Aerodromes (Doc 9981).
Is there any consolidated information material available on GRF?	Rohan Parekh	A good starting point would be the GRF web page (https://www.icao.int/safety/Pages/GRF.aspx), as well as relevant ICAO documentation (in particular circular 355) and training courses (see web page).

		The 3mm criterion is important, as it the boundary between fairly normal operations and pretty slippery conditions, that can severely impact landing distance and lateral control. Indeed, the safety and economics of most operations are not affected by a wet runway. However, Medium to Poor braking action can be insufficient to stop and be more of a challenge to flight crew due to the occurrence of aquaplaning. On the other hand, this 3mm criterion can be optimistic on runways with deficient surface characteristics, in terms of drainage, micro and macro texture. So it is instrumental for the aerodrome operator to be familiar with its runway(s) and their vulnerabilities, in particular under heavy precipitation. Is there rubber accumulation? Are there ruts or ponds? Typically, airport personnel is aware of these, and has an understanding of the conditions under which the runway drainage will be overwhelmed. Local knowledge and experience are key to deciding when to report contaminated (worse than RWYCC 5) conditions, not necessarily based on measurements.
Since a very specific measure of above or below 3mm water criteria decides reporting or not reporting of certain in Why Military Users are to be included, whereas we mean Civil Aviation Operations	Narayanasamy Venkatachalapathy Zubair Ghazi	Yes, if they are operating into civil international airports as GAT.
You 05:30 PM Which Airports in world implemented GRF and new SNOTAM format so far and what are their experience on implementation difficulties?		Very few to date. The main experience is in the USA with their closely related TALPA. They have been very supportive sharing their experience with other states and industry by participating to ICAO seminars and workshops. Related presentations can be found through the links on GRF@icao.int
Difference between RCR and NOTAM, please clarify.	Hari Prasad Adhikari	Clarifications follow from the ICAO definitions. Runway Condition Report (RCR) is <i>A comprehensive standardized report relating to runway surface condition(s) and its effect on the aeroplane landing and take-off performance</i> , whereas a NOTAM is <i>A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.</i>
We are going to measure and publish friction coefficients in the RCR, because it will actually be the only one proof	Jan Kadlec	There is no guidance provided since this will be according to a standard set or agreed by the individual State. Annex 14 Vol I, 2.9.9 and 2.9.10.
How do I know that I must to go out for measure surface when i would like to update significant change	Witsarut Chinwipat	It is an assessment , not a measurement and it is performed by monitoring the movement area for significant changes. Frequency of this monitoring will be dependent of the exposure to the prevailing weather conditions.
If GRF implemented, I think that GRF provide data for all of time like rainy day and sunny day. How about if the we	Agung Wibowo	The current RCR should always reflect the current situation. It is acknowledged, that providing SNOTAMs for a passing shower is not operationally feasible. That is why wet runway conditions may be reported via voice only.
Is "the eye" the main tool for measuring the amount of water in the runway?	Jorge Lopez	Yes, but other tools such as a ruler, a coin (using its thickness) or any other 'trick' can help too.
Will EASA recommend training packages already available through IATA and ACI as an acceptable means of compliance	Steven Hathway	EASA has established the training requirements. Any training package that complies with EASA requirements is acceptable
What information should be updated in AIP?	Diana Nemsadze	Guidance can be found in PANS-AIM Chapter 5
can we use a snowtam format different to the one published by ICAO??	hammadhi ghazouani	No. There is only one ICAO SNOTAM format.
can you share caa procedure and aerodrome manual text for reference?	Ram Bali Mahato	All material, including a sample implementation checklist, can be found on the ICAO web page: https://www.icao.int/safety/Pages/GRF.aspx
How do we identify the runway thirds?	Yeswanth Kumar	Guidance is given in Circular 355.
Hello, Pls can you explain the GRF systems and how can we use that in our flight effectively?	TRI PHAM	The global REPORTING SYSTEM and format is structured information in form of a Runway condition Report (RCR) which is used for aeroplane performance purposes and situational awareness. All information is provided in order to meet an operational need.
Where ,the new SNOTAM model, will it be available?	Razvan-Claudiu Cornea	Information can be found in ICAO PANS-AIM (Doc. 10066).
What training is available to aerodromes to ensure competent aerodrome staff? And is there a train the trainer option?	Ben Naidoo	Both computer and classroom-based courses are available (see the GRF web page: https://www.icao.int/safety/Pages/GRF.aspx)
what is the criteria for GRF instructors appointment ?	Ram Bali Mahato	

In accordance with clause 2.9.12 of Annex 14 volume 1 (applicable until 4.11.2020), an assessment of the mean de	Евгений Колесник	The conditions are assessed . Significant changes follows from PANS-Aerodromes (Doc 9981) Table II-1-2. Depth assessment for contaminants .
Because of Covid it is very important to postpone the applicabilty date of the new method	FRANCO D'AMICO	The ANC has recommended a delay to the ICAO Council. However, it is not possible to predict the outcome of Council deliberations.
During rainstorm or thunderstorm condition, due to safety concern, it is difficult to assess the runway condition. A	WaiKuok NG	If the precipitation do not overwhelm the drainage capacity of the runway, the depth information comes from the trend monitoring of the runway surface friction charcteristics and information provided in any NOTAMs dealing with deficiencies (typically due to ponding or rutting.) It will in such cases be known if the pond will form or waterflow in ruts will occur and the RCR can be issued without actually inspect the runway.
Do we still need to measure friction at 65kmph and 95kmph?	Narsimha Saralaya	Use of friction measuring devices is according to standards set or agreed by the State. See Annex 14, Vol I, Chapter 10. Aerodrome Maintenance.
Should there be a specific position or person to conduct the runway conditions inspection? Or the operators/CAA	Marc John Baterna	Runway surface conditions assessment and reporting shall be conducted by any person who is trained and competent for this task.
is ICAO calling on each country to establish a committee with the responsibility of supervising the implementation of GRF? If Yes, what should be the qual		The implementation of the GRF involves aerodrome operators, air operators, air traffic services, AIS. It is considered important that focal points from these domains are coordinating the implementation of the GRF. There are no specific qualifications, however it is expected that these persons have a knowledge and good understanding of the GRF.
How the method of runway assessment if we use online method by using media telephone or online video to asse	Januarina Anggriani	It will be the responsibility of the aerodrome operator to assure that the tools used for providing the information needed as part of the Runway Condition Report (RCR) are capable of providing the needed quality and that the methods used in itself does not represent a hazard to the safe operation of the aeroplane.
Pl guide how ICAO will ensure that initial training to aerodrome will be conducted by States on train the trainer co	sanjiv soni	The implementation of the ICAO SARPS is the responsibility of the State. ICAO ensures the proper implementation through USOAP.
Are the stakeholders relating to the review of GRF reporting processes and data to be separate to the LRST commi	Edmund Quartey	They are not necessarily the same people but there is an obvious connection between the GRF and runway safety activities at an airport. The LRST should, of example, be kept aware o GRF implementation progress and post-implementation monitoring.
When do you propose they meet as a minimum?	Edmund Quartey	GRF implementation should be managed as a project, with an appointed project manager and the project team meeting as often as necessary.
With the world financial Situation, most Airlines are down sizing and some are ceasing operations due to the Covid	Captain Ameen Budagher	The ANC has recommended a delay to the ICAO Council. However, it is not possible to predict the outcome of Council deliberations.
we have a question from VanDon international Airport that VietNam is reigion without snow and ice on the surface	Son Lê Anh	Yes
If until Novvemmer 2020 , My state do not have regulation about this issue. How the airport operator should do ab	Pongpinit Damrongsongporn	You should contact your regulator as soon as possible.
Is GRR required in airports as regards an amount of aircraft movements per year or it is a general requirement to a	Juggernaut Navindranath	A general requirement for all international airports. To avoid having two different systems within a single state, implementation at domestic airports could also be considered.
Are you contemplating any specialized equipment to measure the exact surface condition?	Aswani Kumar VK	Several manufacturers and service providers are In the process of developing sensors embedded in the runway or for mobile use. ICAO encourages these efforts, but the GRF does not rely on such sensors. The basic tool remains visual observation.
i.e SnowTam I have not come across 30 yrs or even 10 yrs ago , it could have been introduced past 2-3 yrs?	Jamal Chaykhouni	The new SNOWTAM comes into effect on 5 November 2020, subject to the on-going discussion to delay until 4 November 2021 (due to COVID-19).
The activities to take in place are a lot so it very important to assure a delay	FRANCO D'AMICO	The ANC has recommended a delay to the ICAO Council. However, it is not possible to predict the outcome of Council deliberations.
1. Is there available documentations or relevant information with regards to the implementation of GRF in our res	John Paul Valle	The GRF is a harmonised methodology for global deployment. A number of regional seminars have taken place, which focussed on regional implementation aspects (see the respective section of the GRF web page: https://www.icao.int/safety/Pages/GRF.aspx). More seminars and even state level workshops will be organised post-COVID.
For countries that suffer from contaminants such as Sand/Dust, Mud which also affect runways other than SNOW.	Edmund Quartey	There is no related aeroplane performance information linked to sand or mud. However; it is always a possibility to give information for situational awareness purposes in the plain language part of the RCR.

Has consideration been given to the challenges posed at busy aerodromes with regard to accessing the runways for	Rajendra Menon	This is a local aerodrome operations matter, similar to routing runway inspection and wildlife control activities.
to Arman What do you think about releasing water patches and flooded terminology? Is it enough to say only stan	Ekrem ERDEN	As terminology - yes - since it is the term to be used in the Runway Condition Report (RCR). However for situational awareness there should be information relevant to its location in the plain language part of the RCR.
In the means can the e book , concept of all information at one source is desirable, can you pl consider	Satish Gupta	A good suggestion. In the meantime take a look at the web page: https://www.icao.int/safety/Pages/GRF.aspx
Is training on cir 355 sufficient to train a person	WALTER RUMAO	The material in Cir 355 is guidance for the States to establish the training programme and the training syllabus. The training will also needs to consider the climate and operating conditions
According to presentations by Lars and Armann, runway surface friction measurement is not significant in reporting	Percy Sukbat	Use of friction measuring devis is according to state set or agreed criteria. The numbers generated by these devices was discontinued for operational by ICAO in 2014 by changes in the SNOWTAM format. Friction measuring devices may be used for comparative measurements as part of maintenance activities according to criteria set or agreed by the State.
how do you measure runway third	Rita Chiedu	Guidance is provided in Circular 355, figure 4-6.
The track conditions vary according to age or the use in the same according to landings	Dewis Pacheco González	It is correct that based on its age and wear, a runway will be more sensitive to precipitations in terms of its surface condition. This is why it is important for the aerodrome to continuously monitor its runways and keep them in a condition that will not lead to very slippery conditions under rain.
Could you please share us circular 355?	LEONARDO SEPULVEDA	It is available from the ICAO store (https://store.icao.int/)
Hi...indeed. all the Presentation were really good , its learnt from the above that the Assessment is much important than the Measurements but function		An assessment can be performed without an measurement; however a measurement can be part of an assessment. When measurement is part of an assessment one need to take into account the qualities and maintenance of the measuring tool used and how representative the measured information is relevant to the runway third it applies to.
Runway conditions vary according to age or the use of the same according to landings	Dewis Pacheco González	Yes; runway conditions vary according to exposure; degradation over time, exposure the climatic conditions, prevailing weather conditions and usage (wear and rubber deposits).
Is there guidance material on volcanic ash on runways and measurements assessments?	Gabriel Salayau	No.
is there a minimum requirement on how many times you report runway condition?	Nestor, Jr. Gorgonio	The issuance of a Runway Condition Report (RCR) is first of all governed by significant changes to the runway surface condition on any runway third. However a RCR becomes obsolete after 8 hours. This follows from the syntax requirements for the SNOWTAM which shall be strictly adhered to. See PANS-Aerodromes (Doc 9981) 1.1.2.5 and 1.1.2.6 and PANS-AIM (Doc 10066), <i>Instructions for completion of the SNOWTAM format.</i>