International Civil Aviation Organization

Ninth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/9)

Bangkok, Thailand, 30 June to 4 July 2025

Agenda Item 5: State's/Aerodrome Operator's update and best practices on:

– Runway surface condition assessment and reporting

ENHANCED GLOBAL REPORTING FORMAT FOR ASSESSING AND REPORTING RUNWAY SURFACE CONDITIONS (GRF)

(Presented by the Secretariat)

SUMMARY

This paper presents the updated status of GRF implementation by Asia and Pacific States.

1. INTRODUCTION

1.1 The ICAO SARPs and Procedures for Air Navigation Services (PANS) related to the enhanced Global Reporting Format for assessing and reporting runway surface conditions (GRF) became applicable on 4 November 2021.

1.2 The concerned Annexes and PANSs are:

a) Annex 3 – *Meteorological Service for International Air Navigation*;

b) Annex 6 – *Operation of Aircraft*, Part I – *International Commercial Air Transport – Aeroplanes* and Part II – *International General Aviation – Aeroplanes*;

c) Annex 8 – *Airworthiness of Aircraft*;

d) Annex 14 – *Aerodromes*, Volume I – *Aerodrome Design and Operations*;

e) Annex 15 – *Aeronautical Information Services*;

f) *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444);

g) *Procedures for Air Navigation Services – Aerodromes* (PANS-Aerodromes, Doc 9881); and

h) *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM, Doc 10066).

1.3 In order to enhance awareness and support States actions on GRF implementation, the number of seminars, webinars and workshops had been conducted at the global, regional and sub-regional levels by ICAO HQ, ICAO ROs/COSCAPs, PASO and ACI from 2019 to 2022. In addition, the tailored made GRF training courses were jointly offered by ICAO and industry partners to meet the needs of various aviation professions. Detailed information on GRF activities conducted by ICAO can be found at https://www.icao.int/safety/Pages/GRF.aspx.

2. DISCUSSION

Publication of procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in AIP

2.1 Annex 15 Aeronautical Information Services (AIS) requires that any permanent changes in the AIP shall be published as AIP Amendments (6.3.1.2 of Annex 15 refers). Therefore, the procedures for assessment and reporting of runway condition report and issuance of the new SNOWTAM format should also be published in national AIP.

2.2 The most appropriate section for publication of procedures for assessment and reporting of runway condition in AIP as agreed by AOP/SG/8 and ATM/SG/12 is "*AD 1.2.2 Snow plan"* (refer to *Appendix 2 of PANS-AIM (Doc 10066))* until the time that Appendix 2 of PANS-AIM will be amended.

Notes:–

1) *Definition of SNOWTAM as per PANS-AIM (Doc 10066): A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.*

2) *Revised Guidance on the issuance of the SNOWTAM is available on ICAO APAC Website https://www.icao.int/APAC/Pages/eDocs.aspx under ATM heading.*

2.3 Recognizing the need for the promulgation of the procedures for the reporting of runway condition report and issuance of the new SNOWTAM format by States in their AIP in accordance with 6.3.1.2 of Annex 15 Aeronautical Information Services (AIS), APANPIRG/33 had adopted the Conclusion APANPIRG/33/2 formulated by AP-AA/WG/4 and endorsed by AOP/SG/6 which was also supported by ATM/SG/10 (17 – 21 Oct. 2022):

Conclusion APANPIRG/33/2: Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP

That, Asia Pacific States/Administrations:

1) are urged to publish the procedures for reporting of runway condition report and issuance of SNOWTAM in their AIP in accordance with 6.3.1.2 of Annex 15 Aeronautical Information Services; and

2) may consider to publish above information in "AD 1.2, 2 Snow plan" (refer to Appendix 2 of PANS-AIM (Doc 10066)).

2.4 APANPIRG/34 (11 – 13 December 2023, Hong Kong, China) encouraged States/Administrations that had yet to implement the new methodology for assessment and reporting of runway condition (also known as Global Reporting Format – GRF), which had become applicable on 04 November 2021 as ICAO Annex 14, Volume I Standard and supported by procedures in PANS-Aerodromes (Doc 9881), to implement GRF at the earliest possible opportunity as this plays a significant role in improving runway safety whenever water, snow, slush, ice or frost are present on an

operational runway. In addition, under the Annex 15 Aeronautical Information Services provision stating that PANS-AIM (Doc 10066) provides specifications for NOTAM, SNOWTAM and ASHTAM, the PANS-AIM clearly states that information concerning standing water on the movement area shall be disseminated by means of a SNOWTAM and shall contain the information in the order shown in the SNOWTAM Format in Appendix 4 to the PANS-AIM.

2.5 **17** States/Administrations from Asia and Pacific Regions (13 States/Administrations in 2024) published procedures for assessment and reporting of runway condition in AIP as of June 2025 and shown in Table 1 below:

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
1	Australia	√	AD 1.2, 2. Snow Plan; 3. Runway Surface Condition Assessment and Reporting (AIP, 23 Mar. 2022)
2	France (New Caledonia, French Polynesia, and Wallis & Futuna)	√	**POLYNÉSIE** AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 29 Dec. 2022) **NOUVELLE CALEDONIE, WALLIS ET FUTUNA** AD 1.2.2 Runway Surface Condition Assessment and Reporting and Snow Plan (AIP, 26 Jan. 2023)
3	China	√	AD 1.2, 2 Runway Surface Condition Assessment and Report (AIP, 22 Feb 2024)
4	Hong Kong SAR	√	AD 1.2, 2 Runway Surface Condition Assessment and Reporting, and Snow Plan (AIP, 20 Feb 2025)
5	India	√	AD 1.2, 2 Runway Surface Condition Assessment and Report (AIP, 22 Feb 2024)
6	Japan	√	AD 1.2, 2.1. SNOWTAM (AIP, 24 Feb. 2022)
7	Malaysia	√	AD 1.2, 3 Runway Surface Condition Assessment and Report (AIP, 31 Dec 2024)
8	Maldives	√	AD 1.2, 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 25 May. 2023)
9	Mongolia	√	AD 1.2, 3. ХБЗ-ын нөхцөлийн үнэлгээ ба мэдээлэх (AIP, 06 Mar 2025)

No.	States/Administrations	Procedures for assessment and reporting of runway condition report in AIP	Section of AIP
10	New Zealand	√	AD 1.2, 2. Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting (AIP, 09 Feb. 2024)
11	Pakistan	√	AD 1.2.2 Assessment and Reporting of Runway Surface Condition/Snow Plan (AIP, 20 March 2025)
12	Republic of Korea	√	AD 1.2, 2. Snow Plan, Runway Surface Condition Assessment and Reporting, 2. Runway surface condition assessment and reporting (AIP, 09 Feb. 2023)
13	Singapore	√	AD 1.1, 6 Runway Surface Condition Assessment and Reporting (AIP, 02 Dec. 2021)
14	Sri Lanka	√	AD 1.2, 2 Snow Plan, 2.1 Runway Surface Condition Assessment and Reporting, (AIP, 21 Mar. 2024)
15	Thailand	√	AD 1.2, 3. Runway Surface Condition Assessment and Reporting (AIP, 18 May 2023)
16	USA	√	ENR 1.1, 11. Runway Condition Reports (AIP, 16 July 2020)
17	Viet Nam	√	AD 1.2, 2. Runway Surface Condition Assessment and Reporting at the Airports of Viet Nam (AIP, 30 Nov. 2022)

Table 1 – States/Administration that have published procedures for assessment and reporting of runway condition report and issuance of SNOWTAM in AIP

2.6 States that have already published it in other sections of the AIP may also wish to consider changing it to “AD 1.2, 2 Snow plan.”

2024 Edition USOAP CMA PQs in AGA Area

2.7 There are **7 PQs** in AGA area which are directly related to the assessment and reporting of runway condition as shown in Table 2 below:

USOAP CMA PQ No	PPQ	CE
8.142	Yes	2
8.143	Yes	7
8.144	No	6

8.145	No	6
8.147	No	7
8.148	No	5
8.323	Yes	6

Table 2: 2024 Edition USOAP CMA PQs in AGA Area

Implementation of new methodology for assessment and reporting of runway condition through a runway condition code (RWYCC) at aerodromes

2.8 The implementation of the new methodology for assessment and reporting of runway condition at aerodromes plays a significant role in improving runway safety (reducing the probability of runway veered off and runway overshoots) whenever water, snow, slush, ice or frost are present on an operational runway.

2.9 In order to achieve the above objective, effective safety oversight by aerodrome regulatory authority on the implementation of the above methodology at aerodromes is vital. This would also facilitate State/Administration to demonstrate effective implementation of the ICAO Annex 14, Volume I and PANS-Aerodromes (Doc 9981) requirements on assessment and reporting of runway conditions.

2.10 States/Administrations are encouraged to present the status/progress update on its implementation at aerodromes under *"Agenda Item 5: Runway surface condition assessment and reporting"* at the next meeting in 2026 or directly communicating to the Secretariat by email/or letter.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

a) urge States/Administrations to note and take necessary action on ***Conclusion APANPIRG/33/2: Publication of procedures for reporting of runway condition report and issuance of the SNOWTAM in AIP*** *(paragraph 2.3 refers)*;

b) urge States/Administrations to publish procedures for assessment and reporting of runway condition report in AIP under "AD 1.2, 2 Snow plan" until the PANS-AIM Appendix 2 amendment;

c) encourage States/Administrations and aerodrome operators that have yet to implement the new methodology for assessment and reporting of runway condition to implement it at the earliest possible opportunity; and

d) discuss any relevant matters as appropriate.

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