Twenty-Second Meeting of the AFI Planning and Implementation Regional Group
(APIRG/22)
(Accra, Ghana, 29 July – 2 August 2019)

Agenda Item 4: Other Air Navigation Issues
4.5 Regional and Inter-related Activities

RUNWAY SURFACE CONDITIONS: THE GLOBAL REPORTING FORMAT
(Presented by South Africa)

SUMMARY
This paper aims to bring attention to the member States the urgency and need to ensure implementation of Global Reporting Format by States before November 2020 by developing a robust implementation framework at national levels. Action by the meeting is at paragraph 3.

Strategic Objectives	This paper relates to Strategic Objectives A, B and C

1. INTRODUCTION

1.1 According to the ICAO ISTARS data, Runway Safety-related accidents and incidents are aviation's number one safety related risk category with 59 reported accidents in 2016, of which more than half were due to runway excursions.

1.2 A runway excursion is defined as a "veer off or overrun of the runway surface', which can happen during landing or take off. One main contribution factor involves adverse weather that results in runway surface being contaminated by snow, ice, slush or water, with potentially negative impact on an aircraft's breaking, acceleration or controllability.

2. DISCUSSION

2.1 To help mitigate the risk of excursion, ICAO has developed a harmonised methodology for the assessing and reporting of runway surface conditions. This new methodology, commonly known as the Global Reporting Format (GRF), ensures a harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance,

2.2 The development of this new methodology has led to the amendment of the Chicago Convention Annexes 3, 6 (Parts 1 and 2), 8, 14 (Volume I), 15 and PANS-Aerodromes, ATM and AIM. These amendments were adopted by the ICAO Council in February 2016 during its 207th session, after consultation with States and International Organizations, and will be globally applicable from 5th November 2020.

2.3 The Symposium conducted in March 2019 in Montreal, Canada aimed to sensitise States on the New Format for reporting runway surface conditions. As an outcome of the Symposium, and to assist States in the implementation of GRF, regional seminars are planned in each region, including four in the AFI region.

2.4 The first regional seminar was held in July 2019 in Dakar (Senegal) and will be followed by Nairobi (Kenya) in August, Accra (Ghana) in October and Johannesburg (South Africa) in November 2019. The Seminars aims at preparing States and the industry in advance of the November 2020 applicability date of the new ICAO methodology for assessing and reporting runway surface conditions.

2.5 GRF is meant for aerodrome operators to rapidly and correctly assess runway surface conditions, whether they are exposed to wet runway conditions, snow, slush, ice, or frost, including rapidly changing weather conditions such as those experienced during winter or tropical climate.

2.6 This information will all be relayed from the Aerodrome Operator through Air Traffic Control (ATC) or AIS as SNOWTAM and finally to the pilots. If the conditions of the runway have changed, the Pilots will also send the changing conditions based on their own assessments of the Aircraft performance back to ATC who will inform the subsequent Aerodrome and AIS to make the necessary adjustments accordingly.

2.7 Pilots will assess the reports, determine their aircraft's performance by correlating a unique code with performance data provided by aircraft's manufacturer. This assists pilots to correctly carry out their landing and take-off performance calculations for wet or contaminated runways. Pilots will also be able to report their own observations of runway conditions, thereby confirming the initial assessment report or providing an alert to the changing conditions.

2.8 The Air Traffic Controllers will need to understand the information the way the Aerodrome Operator will. When the Pilots are given the information, it must make sense, while the dispatchers who provide the route briefs to Pilots including the destination airports information will need to understand the information.

2.9 This information will not just come to the knowledge of the aviation industry and stakeholders without intentional campaigns that should be targeted to all affected.

2.10 New Reporting Format will have an impact on the State's Regulations and Guidance

material, as well as Aerodromes, Air Traffic Management, AIS and Aircraft Operators Procedures.

2.11 It is therefore paramount that States ensure that the aviation industry is appropriately trained to ensure universal implementation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) request States to disseminate invitation letters to Seminars to all appropriate entities, including, but not limited to, civil aviation authorities, aerodrome operators, aircraft operators, air navigation service providers, aeronautical information service providers and aerospace industry, and to ensure their effective participation.
b) request States to organize National Forums to ensure full implementation of GRF.
c) request APIRG to establish a Go-Teams comprising of ICAO Regional Offices and Experts from Member States to train and sensitize States and industry on this New Methodology.

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