



ICAO

International Civil Aviation Organization (ICAO)
South American Regional Office (SAM)
North America, Central America and Caribbean Regional Office (NACC)
Joint ICAO-CANSO CARSAM Regional Seminar on GRF with focus on air navigation service providers
28 September 2021

SUMMARY OF DISCUSSIONS – Joint ICAO-CANSO CARSAM Regional Seminar on GRF with focus on air navigation service providers (21CARSAMGRF)

(Presented by the Secretariat)

SUMMARY

This paper lists the outcomes from the joint ICAO-CANSO Webinar for the CAR & SAM Region on GRF (code 21CARSAMGRF) held virtually on September 28, 2021 with the support of CANSO, IFATCA, ACI-LAC, Argentina and Rio Galeão Airport (Brazil).

ICAO strategic objectives

*This paper is related to the following strategic objectives:
A – Safety*

1 Background

1.1 ICAO's new methodology for assessing and reporting runway surface conditions, commonly known as Global Reporting Format (GRF), enables harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of takeoff and landing performance.

1.2 Under letter to States 20/73, the ICAO Secretariat reported the adoption by the Council of the change of the implementation dates of SARPS and PANS relating to the enhanced global reporting format for assessing and reporting runway conditions (GRF) as a result of the COVID-19 pandemic to November 4, 2021.

1.3 Both ICAO Regional Offices have initiated efforts to urge States to have a Global Reporting Format (GRF) Implementation Plan. During this efforts, it has being identified by States the need to increase the awareness of all stakeholders, including the air navigation services providers, specifically, air traffic controllers and aeronautical information management (AIM) and meteorology (MET) staff.

1.4 This virtual seminar is a joint effort between the ICAO NACC and SAM regional offices and CANSO, with the support of ACI-LAC, IFATCA, ANAC Argentina, EANA Argentina and Rio Galeão Airport.

1.5 The objective of the webinar is to address different issues related to the new ICAO methodology to assess and report the condition of the runway surface, but with a focus on the challenges

identified in *air navigation service providers*, whose implementation date is scheduled for next November 4, 2021.

1.6 To achieve this, the event proposes:

- ✓ Promote sharing of experiences and lessons learned from several stakeholders including States (represented by ICAO and ANAC Argentina), Airport Operators (ACI-LAC & Rio Galeão Airport), and ANSP's (CANSO, IFATCA & EANA Argentina).
- ✓ Give the audience means to ask questions to the panel
- ✓ Raise awareness of available guidance

2 Attendance & Speakers

2.1 Over 532 participants attended the event (72% attendance rate from registered participants) from 37 different States from the CAR and SAM Regions & others, including CAA delegates, airport operators, aircraft operators, and ANSPs.

Anguilla	Ecuador	Saint Lucia
Antigua and Barbuda	El Salvador	Saint Vincent and the Grenadines
Argentina	Grenada	Sint-Maarten (Dutch)
Aruba	Guatemala	Spain
Barbados	Haiti	Suriname
Bolivia	Honduras	Trinidad and Tobago
Brazil	Mexico	Turks and Caicos Islands
Chile	Montserrat	United Kingdom
Colombia	Nicaragua	United States
Costa Rica	Panama	Uruguay
Curacao	Paraguay	Venezuela
Dominica	Peru	
Dominican Republic	Saint Kitts and Nevis	

2.2 Presentations, recording and other information is available at the event's portal: <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2021-CARSAMGRF>

2.3 The panelists of the event were:

- Mr. Shayne Campbell – CANSO (Moderator)
- Mr. Paul Adamson – ICAO
- Mr. Pedro Garrett – Rio Galeão Airport
- Ms. Silvia Stanescu – IFATCA
- Ms. Betsabe Isla – ANAC Argentina
- Ms. Paola Lopez – EANA Argentina

3 The Panel

3.1 Mr. Shayne Campbell, Safety Manager at CANSO, gave opening remarks on the panel, explaining that each speaker will have a few minutes to give their experience, ask some questions to each one, then after open the panel for questions from the audience.

3.2 Mr. Paul Adamson from ICAO HQ started the panel remaining how GRF is meant to support runway safety, which is still one of the main priorities within ICAO. Last year, a big part of aviation related accidents were related to runway excursions, making GRF an important mitigation measure to reduce accidents. He also acknowledge the work of States with ICAO on drafting SARPs and guidance material to support implementation. In addition, the webinars and awareness activities organized by ICAO around the world and the partnership with all international organizations involved. Paul highlighted important topics such as SNOWTAMS and communications, including ATIS, and the human observation to determine RWYCC, which are repeatedly raised by specialists working on the GRF implementation.

3.3 Resources from ICAO can be found <https://www.icao.int/safety/Pages/GRF.aspx>

3.4 Mr. Pedro Garrett from Rio Galeão Airport commented about their experience from the airport airside operations side. He commented that before the COVID pandemic (mid-2019), they started implementation in coordination with their regulator ANAC Brazil. First steps were the understanding on the why of this implementation, followed on the how, with new procedures to be implemented. Document 9981 and CIR 355 were important guidance for the implementation. Training was also an important aspect that they addressed with airside staff. First with a desk training followed by a face-to-face phase, including tryouts and the incorporation of technology.

3.5 He addressed the need to understand the local environment and how to combine them to GRF procedures.

3.6 Ms. Silvia Stanescu bring her experience from GRF implementation in Europe, which already is deployed in most EU States, however, post implementation activities are still an important thing. With the support of EASA regulations and ICAO guidance, they started their local procedures, including Air traffic controllers and all stakeholders involved.

3.7 One of the main challenges identified was the uniformity of the information and training, as every airport is finding solutions for implementing on their local environment. In addition, she acknowledge that for airports that doesn't have ATIS, the workload is taken by the air traffic controller via frequency.

3.8 Ms. Betsabe Isla, AIM specialist from ANAC Argentina, explained how GRF implementation was started in Argentina, with the publication of an advisory circular, aerodrome related regulations and then the publication of several AIC with procedures and the implementation date for users to acknowledge. She also commented about initial tryouts in Bariloche, Ushuaia and Iguazu airports. Both Bariloche and Ushuaia encounter winter conditions, while Iguazu only heavy rain. She also commented on training and the use of webinars to increase awareness on operational staff.

3.9 Ms. Paola Lopez, from EANA Argentina (Argentina's ANSP), also explained the process of implementation from the ANSP perspective. She emphasize on the safety assessment done by the ANSP on the implementation, including the need of change management procedures to assess those risks. She also mentioned how EANA prepared internal procedures and training for the staff.

3.10 After tryouts, they found out the need to reinforce training for all stakeholders, including NOF operators, ATCO's and even airport staff.

3.11 Finally, an open conversation on several aspects, including questions from the audience were addressed. A video recording of this interaction will be available at the event's website. Also, a list of the questions and answers addressed from audience on the panel is included in a separate document available at <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2021-CARSAMGRF> .

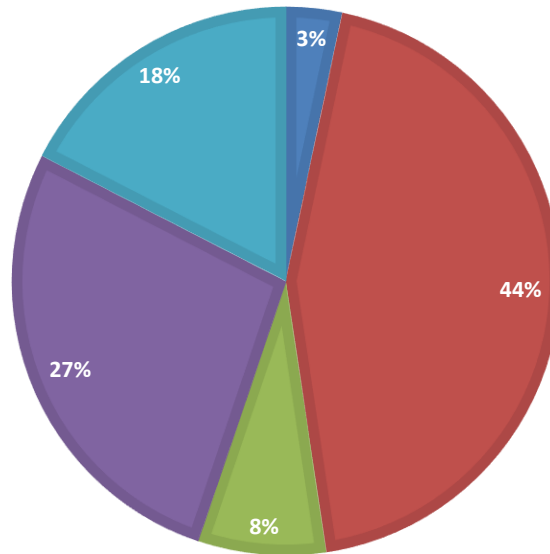
4 Conclusion

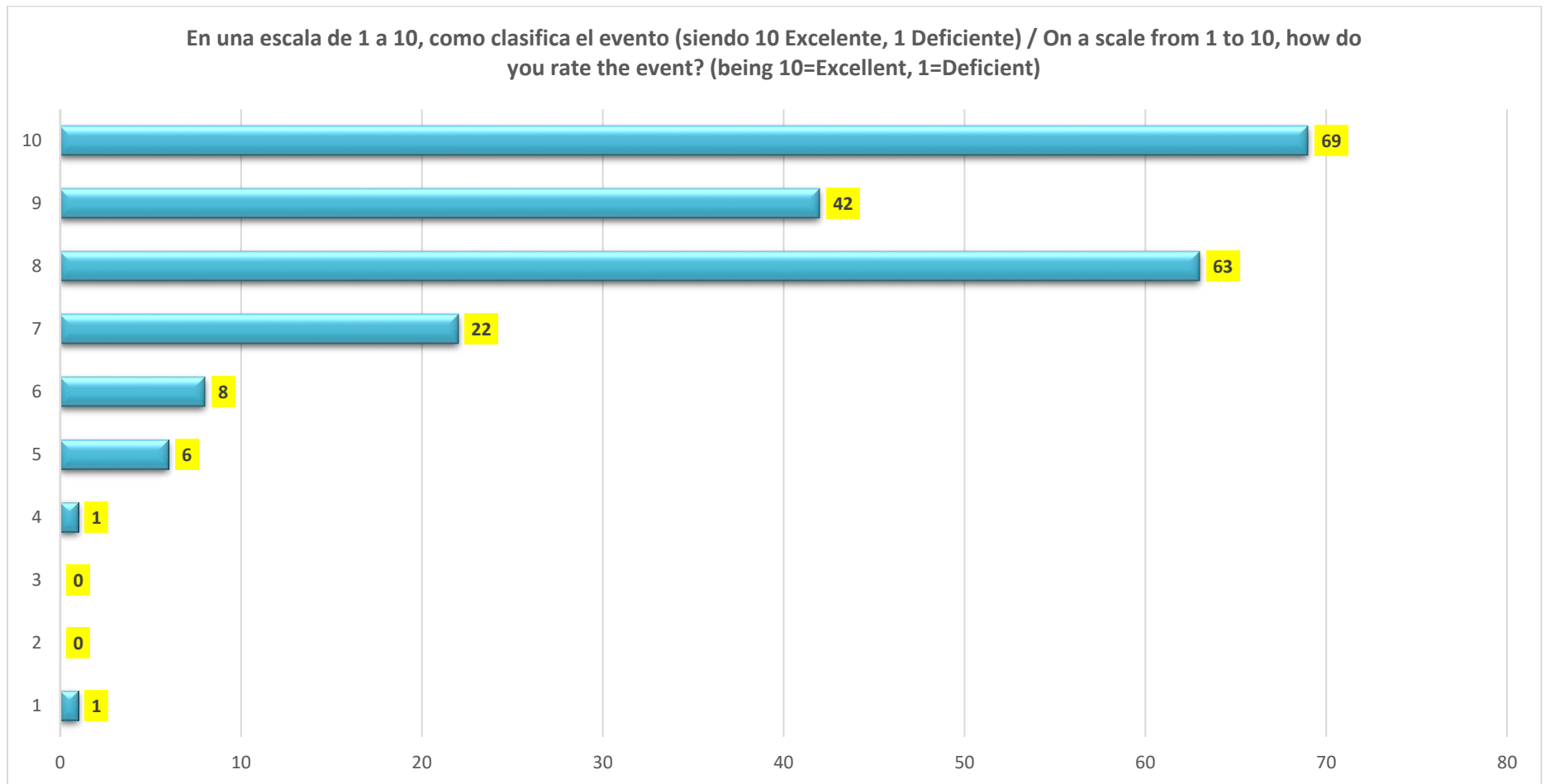
The event drove a lot of interest from participants, which make some important contributions thru the Q&A (available soon at <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2021-CARSAMGRF>) function and on a survey directed to participants after the event. A summary of the survey is included as **Appendix A** of this document.

Appendix A – Feedback from 21CARSAMGRF participants

YO TRABAJO / I WORK ON

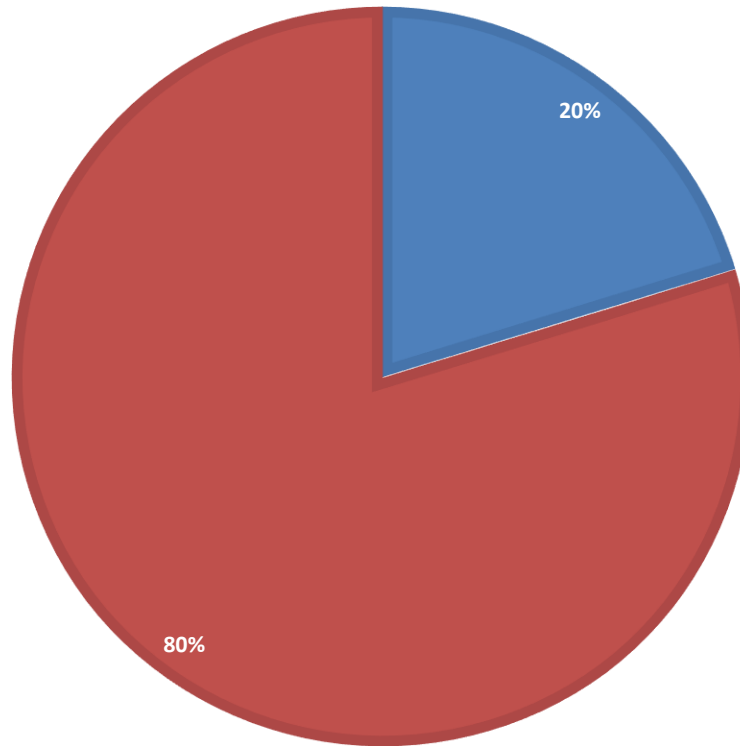
- Aerolínea / Airline
- Aeropuerto / Airport
- Otro
- Proveedor de Servicio de Navegación aérea / Air navigation service provider
- Regulador (AAC)/ Regulator (CAA)





COUNT OF ¿UD. CONSIDERA NECESARIO REALIZAR UN EVENTO ADICIONAL PARA ABORDAR TEMAS NO TRATADOS? / DO YOU CONSIDER IT NECESSARY TO HOLD AN ADDITIONAL EVENT TO ADDRESS UNTREATED TOPICS?

■ No ■ Sí / Yes



21CARSAM SURVEY RESULTS TO QUESTION: SI CONSIDERAS NECESARIO OTRO EVENTO SOBRE EL TEMA, ¿QUÉ TEMA O ASPECTO ABORDARÍAS? / IF YOU CONSIDER ANOTHER EVENT ON THE TOPIC NECESSARY, WHAT TOPIC OR ASPECT WOULD YOU ADDRESS?

	Español	English
1.	Sobre SNOWTAM	About SNOWTAM
2.	¿Cómo es el proceso de evaluación de RWYCC, quien tiene la última palabra, el controlador, meteorología, operaciones o es un consenso?	What is the RWYCC evaluation process like, who has the last word, the controller, meteorology, operations or is it a consensus?
3.	Un breve video didáctico de una inspección real para su difusión por ATC y AIM.	A short teaching video of an actual inspection to dissemination by ATC and AIM.
4.	Abordaría con ejemplos de situaciones puntuales, con ejemplos de los cifrados y notificaciones.	I would explain with examples of specific situations, with examples of encryption and notifications.
5.	Acerca de la conciencia de la situación	About situational awareness
6.	Acerca del formato o modelo que se utiliza para el reporte sobre las condiciones de la superficie de la pista. Muchas gracias.	About the format or model used to report on the runway surface conditions. Thank you.
7.	Rol del operador AD	AD Operator role
8.	Lado del operador de aeródromo del GRF y evaluación del estado de la superficie.	Aerodrome operator side of the GRF and surface condition evaluation.
9.	Aplicación del GRF en los aeropuertos	GRF application at airports
10.	Aspecto relacionado con las enmiendas a las regulaciones, gracias	Aspects related to regulations amendments, thank you
11.	Automatización en la gestión de mensajería aeronautica.	Automation in aeronautical messaging management.
12.	Capacitación en el uso del GRF orientado a los ATC.	Training in the use of the GRF aimed at ATC.
13.	Como operador de aeropuerto, no se cuenta con información precisa ya que por lo general la autoridad de aviacion civil trabaja mayormente con los servicios de tránsito aéreo.	As an airport operator, you do not have accurate information, since; in general, the civil aviation authority works mainly with air traffic services.
14.	Comunicación con ATC, Cuando y como usar frecuencia ATIS o SNOWTAM y Como evaluar y asignar un RWYCC	Communication with ATC, When and how to use ATIS or SNOWTAM frequency and How to evaluate and assign a RWYCC
15.	Comunicación con ATS y retroalimentación de pilotos.	Communication with ATS and feedback from pilots.
16.	Con referencia a la pregunta No. 4 "¿Cómo evaluar y asignar un RWYCC?", todos los controladores realizamos cambio de pista de acuerdo a los cambios de viento	With reference to question No. 4 "How to evaluate and assign a RWYCC?", All the controllers perform runway changes according to the wind changes at the

	en el aeródromo; con relación a los SNOWTAM, ¿Cómo afectaría esta decisión con el criterio de los controladores?	aerodrome; Regarding the SNOWTAM, how would this decision affect the criteria of the controllers?
17.	Coordinación entre las áreas afectadas y/o involucradas	Coordination between the affected and / or involved areas
18.	Coordinación con MET y ATC	Coordination with MET and ATC
19.	Cuál sería el aporte del servicio de Meteorología	What would be the contribution of the Meteorology service
20.	Desarrollar el tema de las inspecciones de pista y cantidades requeridas de acuerdo a los movimientos y procedimientos en general.	Develop the subject of runway inspections and required quantities according to the movements and procedures in general.
21.	EJEMPLOS DE LLENADO E INTERPRETACIÓN DE FORMATOS PARA EL GRF-RCR	EXAMPLES OF FILLING AND INTERPRETATION OF FORMATS FOR THE GRF-RCR
22.	El entrenamiento y la validación de los entrenados. Este es un aspecto principalmente práctico y la estación de lluvias en Santiago de Chile llegara en más de 6 meses.	Training and validation of the trainees. This is a mainly practical aspect and the rainy season in Santiago de Chile will arrive in more than 6 months.
23.	¿El RCR se daría a todas las aeronaves en general? Solamente son para las de aviación comercial? o aviación menor también debe recibir esta información?	Would the RCR be given to all aircraft in general? Are they only for commercial aviation? Or minor aviation should also receive this information?
24.	El rol de cada controlador en el proceso	The role of each controller in the process
25.	El rol de meteorología. Según la última enmienda (N°80) la condición de pista en METAR/SPECI ya no se incluye	The role of meteorology. According to the last amendment (N ° 80) the track condition in METAR / SPECI is no longer included
26.	En si GFR	GRF itself
27.	Especificar: Quien reporta y que reporta	Specify: Who reports and what is reported
28.	Estadísticas y mitigación	Statistics and mitigation
29.	Estado de implementación por las distintas Autoridades de la Aviación Civil en América	Status of implementation by the different Civil Aviation Authorities in America
30.	Evaluación de acumulación de agua en pista	Evaluation of water accumulation on the track
31.	Evaluación de la condición de la pista. Instrumento de medición para el evaluó. Fraseología con la que se debe comunicar al piloto y/u otras dependencias sobre el estado de la pista.	Evaluation of the track condition. Measurement instrument for the evaluation. Phraseology with which to communicate to the pilot and / or other agencies about the state of the runway
32.	Experiencias de estados para analizar la cadena de notificación.	State experiences to analyze the notification chain.
33.	EXPLICACION SOBRE LOS PROCEDIMIENTOS GRF Y SUS REPORTES	EXPLANATION OF THE GRF PROCEDURES AND THEIR REPORTS

34.	Formatos utilizados, Flujo de información, comunicación de Aeropuerto a ANSP, y métodos y equipo en su caso para la medición de la profundidad del contaminante (agua) sobre el pavimento	Formats used, information flow, communication from Airport to ANSP, and methods and equipment, where appropriate, for measuring the depth of the pollutant (water) on the pavement
35.	Fraseología utilizada por el ATC	Phraseology used by the ATC
36.	GRF	GRF
37.	Implementación	Implementation
38.	Implementación técnica de la medición.	Technical implementation of the measurement.
39.	Inspecciones de pista por ceniza volcánica.	Runway inspections for volcanic ash.
40.	La comunicación directa con el ATC y los cambios que se reflejen en un reporte, como se comunicará, tomando en cuenta que la información llegue con brevedad a las aeronaves.	Direct communication with ATC and the changes that are reflected in a report, how it will be communicated, taking into account that the information reaches the aircraft as soon as possible.
41.	La coordinación entre ATS, Gestor Aeroportuario y AIS.	Coordination between ATS, Airport Manager and AIS.
42.	La estandarización del formato.	The standardization of the format.
43.	La implementación y entrenamiento.	The implementation and training.
44.	LA INCLUCION DE OTROS PARTICIPANTES COMO LAS OFICINAS DE METERELOGIA Y LOS EXPLOTADORES DE AEROPUERTOS	THE INCLUSION OF OTHER PARTICIPANTS SUCH AS WEATHER OFFICES AND AIRPORT OPERATORS
45.	La parte operativa	The operative part
46.	La reglamentación nacional, procedimientos para la aplicabilidad. Métodos de difusión en base a las regulaciones nacionales. Entrenamiento al personal del regulador, proveedor y explotador en sus diferentes roles	National regulations, procedures for applicability. Diffusion methods based on national regulations. Training of regulator, supplier and operator personnel in their different roles
47.	LAS COMUNICACIONES CON LOS ATC, DONDE NO HAY ATIS, Y LAS COORDINACIONES CON LAS JEFATURAS AEROPORTUARIAS O PERSONAL DE TIERRA,	COMMUNICATIONS WITH ATC, WHERE THERE IS NO ATIS, AND COORDINATION WITH AIRPORT COMMUNICATIONS OR GROUND PERSONNEL,
48.	Los roles de cada participante en el sistema ATSP, AAC y Operadores de aeródromos	The roles of each participant in the ATSP, AAC and Aerodrome Operators system
49.	Luego de implementar el GRF en los aeropuertos se debe determinar los problemas que se hayan detectado y socializar	After implementing the GRF in airports, the problems that have been detected should be determined and socialized
50.	Mas entrenamiento para el reporte del estado de pista	More training for the track status report

51.	Más información sobre la aplicación RCR en países donde se tiene solamente lluvia.	More information about the RCR application in countries where there is only rain.
52.	Material para guiar a los aeropuertos.	Material to guide the airports.
53.	Me pareció excelente el evento, conocer las experiencias de diferentes países es buena pero considero que de realizarse otro evento se debería abordar ampliamente en sí en que consiste el GRF, y cuáles son las responsabilidades de cada uno de los implicados en el proceso.	The event seemed excellent to me, knowing the experiences of different countries is good; but I believe that if another event is held, what the GRF consists of, and what are the responsibilities of each of those involved in the process, should be fully addressed.
54.	Mecánica de provisión del RCR a las tripulaciones por parte del ATC. Modificación de la secuencia original de los números de código del RCR acorde a la pista en uso. Saludos cordiales a todos y felicitaciones por el evento.	Mechanics of provision of RCR to crews by ATC. Modification of the original sequence of RCR code numbers according to the track in use. Best regards to all and congratulations on the event.
55.	MECANISMOS O SOFTWARE PARA LA DIFUSION DE LA INFORMACION DEL EXPLOTADOR DEL AERÓDROMO HASTA EL EXPLOTADOR DE AERONAVE.	MECHANISMS OR SOFTWARE FOR THE DISSEMINATION OF THE INFORMATION FROM THE AERODROME OPERATOR TO THE AIRCRAFT OPERATOR.
56.	Más detalles sobre los materiales de orientación que existen. Cosas como ubicación, aplicación general, descripción general de lo que está disponible, etc.	More details about any guidance materials that exist. Things like location, general application, overview of what is available, etc.
57.	Navegación PBN	PBN navigation
58.	Papel de controlador en el proceso y coordinaciones necesarias sin sistema ATIS NI OFICINA DE AIS	Controller role in the process and necessary coordination without ATIS system OR AIS OFFICE
59.	<p>Consulte las preguntas dl Q&A sobre la inserción de validez en el AIP, de modo que se cubra el manejo con datos válidos desde el punto de vista del AIS. Las suposiciones dentro de la aviación no deberían estar bien, y asumir algo, por lo que AD OPS no ha indicado una confirmación, no debería estar bien. No es así como se deben tratar los datos válidos. O las 8 horas deberían volver a las 24 horas. y todos los cambios deben ser reportados ... de SECO a MOJADO / NIEVE, etc. y de regreso a SECO. La responsabilidad sigue siendo AD OPS de proporcionar esto oportunamente al AIS para su promulgación.</p> <p>El manejo expedito una vez recibido debe ser realizado por el AIS / NOF.</p> <p>Sería útil tener ejemplos de grabaciones ATIS.</p> <p>También debe quedar claro que, si el estado de la pista es mojado, esto también debe notificarse. En este momento, algunos Estados están concluyendo, a partir de la información proporcionada, que solo cuando hay agua estancada, solo entonces se debe informar. Estos son estados donde el clima es mayormente seco. Y seamos realistas, las RWY no deben construirse donde el agua estancada sigue siendo un problema. Debe tener una pendiente para desviar el agua.</p>	<p>Please refer to the Q&A questions regarding the validity insertion to the AIP, so that handling with valid data from an AIS point of view is covered. Assumptions within aviation should not be okay, and to assume something, whereby the AD OPS has not indicated a confirmation should not be okay. This is not how valid data should be dealt with. Or the 8hrs should just go back to 24 hrs. and all changes are to be reported...from DRY to WET/SNOW etc. and back to DRY. Responsibility remains with the AD OPS to provide this timely to the AIS for promulgation.</p> <p>Expedite handling once received must be done by the AIS / NOF.</p> <p>ATIS recordings examples would be handy to have.</p> <p>Also it should be made clear that if the condition of the runway is wet, that this should also be reported. Right now some States are concluding, from the information provided, that only when there is standing water that only then should this be reported. These are States where the weather is mostly dry. And let's face it, RWYs are not to be built where standing water remains an issue. It should have a slope to divert water.</p> <p>Last but not least. I understood during the seminar, one of the last presenters,</p>

	<p>Por último, si bien no menos importante. Entendí durante el seminario, uno de los últimos presentadores, informó que cuando cambia la dirección de aterrizaje RWY, los dígitos deben publicarse en la dirección inversa ... sin embargo, se muestra el número bajo de RWY. Esto fue un poco confuso. ¿Podría explicarse esto de nuevo, por favor? ¿Es esto algo que el piloto debería revertir, si cambian las condiciones para ldg dir?</p> <p>Saludos desde Curazao, Natasha, OACI NACC AIM Rapp.</p>	<p>informed that when the RWY landing direction changes, that the digits should be published in the reverse direction...yet the RWY low number is shown. This was a bit unclear. Could this be explained again please? Is this something that the pilot should reverse, if conditions to ldg dir change?</p> <p>Greetings from Curacao, Natasha, ICAO NACC AIM Rapp.</p>
60.	Procedimiento de evaluación y notificación en los aeropuertos mixtos civiles-militares en Chile.	Evaluation and notification procedure in mixed civil-military airports in Chile.
61.	Procedimiento del seguimiento entre AFAC, torre de control, operaciones y mantenimiento.	Follow-up procedure between AFAC, control tower, operations and maintenance.
62.	Procedimientos para condiciones SIN NIEVE (principalmente SECO).	Procedures for NON-SNOW conditions (mostly DRY).
63.	Que las Autoridades Aeronáuticas cumplan con sus obligaciones.	That the Aeronautical Authorities comply with their obligations.
64.	Rain / Lluvia se centró principalmente en SNOWTAM y lo entiendo, pero aquí en América Central no vemos / apenas vemos ese fenómeno.	Rain/Lluvia it was primarily focused on SNOWTAM and i get it, but here in central America we don't/barely see that phenomenon.
65.	Repetir el tema	Repeat theme
66.	Roles de los diferentes actores	Roles of the different actors
67.	Seminarios para coordinar criterios de los ATC y las autoridades de los Aeropuertos	Seminars to coordinate criteria of ATC and airport authorities
68.	Si, el uso necesario de los Estados en aplicar tecnología obligatoria para el reporte efectivo del GRF	Yes, the necessary use of the States in applying mandatory technology for the effective reporting of the GRF
69.	SNOWTAM	SNOWTAM
70.	OPERADORES DE AERÓDROMO Y OBJETIVO DE SNOWTAMS ¿ATC COM RESPECTO A RCR O SNOTAM O RWYCC SOLAMENTE?	SNOWTAMS AIM AND AERODROME OPERATORS ATC COM REGARDING RCR OR SNOTAM OR RWYCC ONLY?
71.	Temas referentes a hasta qué punto puede ser utilizable un aeropuerto, dependiendo de las condiciones de la superficie con diferentes fenómenos meteorológicos que se presenten.	Issues regarding the extent to which an airport can be usable, depending on the surface conditions with different meteorological phenomena that occur.
72.	Gracias por este seminario web sobre GRF. Fue muy informativo. Hay varios actores que juegan un papel importante con respecto al GRF. Algunos de ellos se presentaron hoy. Quizás pueda haber seminarios web en los que los actores puedan estar solos para que podamos escuchar la implementación en su área específica. Por supuesto, ellos darán más detalles y nosotros le haremos preguntas más específicas. Gracias de nuevo.	Thank you for this webinar on GRF. It was very informative. There are several actors playing an important role regarding the GRF. Some of them were presented today. Perhaps there can be webinars where actors can be alone so that we can listen to the implementation on their specific area. Of course, more details will be given by them and more specific question will be asked by us. Thanks again.
73.	La implementación del GRF a tiempo	The implementation of the GRF on time

74.	El formato SNOWTAM, incluidas las inconsistencias identificadas y la necesidad de aclaración y / o más información sobre elementos específicos relacionados con los requisitos para la publicación de un SNOWTAM	The SNOWTAM Format, including inconsistencies identified and the need for clarification and/or more information on specific items related to the requirements for the publication of a SNOWTAM
75.	Todo lo que involucre al sector AIS AIM	Everything that involves the AIS AIM sector
76.	Capacitación e implementación	Training and implementation
77.	Validez de la información GRF. Proporcione un ejemplo específico de un mensaje GRF SNOWTAM cancelado con los campos completados. Ejemplo de un mensaje GRF SNOWTAM COR, incluya el mensaje original que se está corrigiendo (también, ¿qué campo se utilizará?	Validity of GRF information. Provide a specific example of a cancelling GRF SNOWTAM message with fields filled out. Example of a GRF SNOWTAM COR message, include the original message which is being corrected.(also what Field is to be used?
78.	Qué fraseología deben utilizar los controladores de tránsito aéreo	What phraseology should be used by Air Traffic Controllers
