Airport's perspective on GRF

ICAO/ACI-LAC Regional Seminar
Lima, Perú
August 2019

The voice of the world's airports

Content

1. **Why is the GRF important for airports?**
2. **The airport operator's role:**
   - Assessing runway condition (RCAM)
   - Generating RCRs
   - Disseminating RCRs
3. **Implementation challenges**
4. **ACI's Role**

Why is the GRF important for airports?

- **Common risk factors in Runway Excursion events (relating to runway contamination):**
  - Ineffective braking due to runway contamination
  - Late or inaccurate runway condition reports

- **Purpose of the GRF:**
  - Address shortfalls in the accuracy and timeliness of assessment and reporting methods of runway conditions

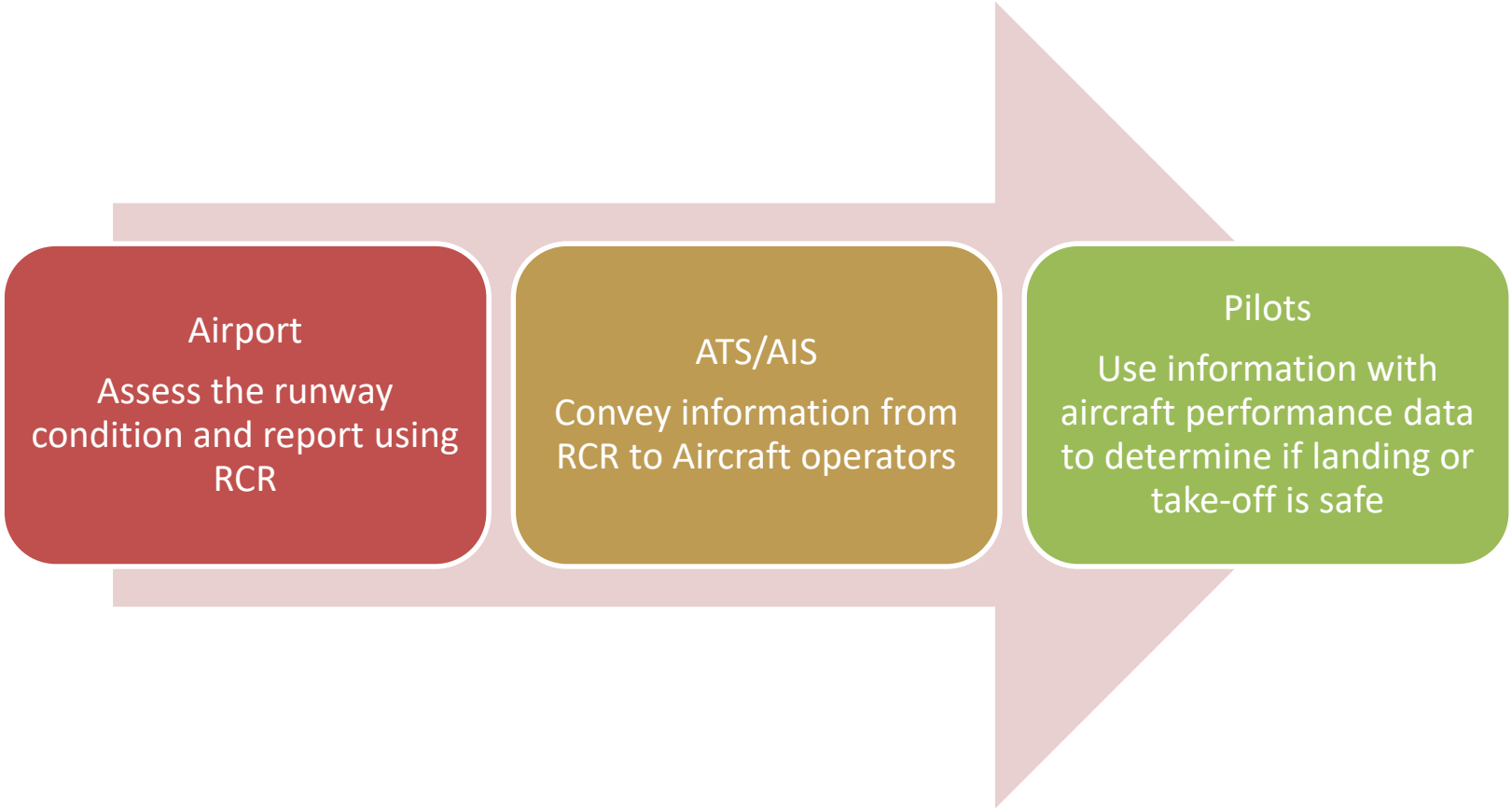
Why is the GRF important for airports?

Expected benefits of the GRF

- Reporting of Runway surface condition in a standardized manner
- Establish a common language between all actors in the system: aerodrome operators, aircraft operators, pilots, ANSPs (ATCOs), AIM, MET, aircraft manufacturers, etc.
- Allow pilots to accurately determine aeroplane take-off and landing performance

The airport operator's role

A critical role….to assess and report in a timely fashion

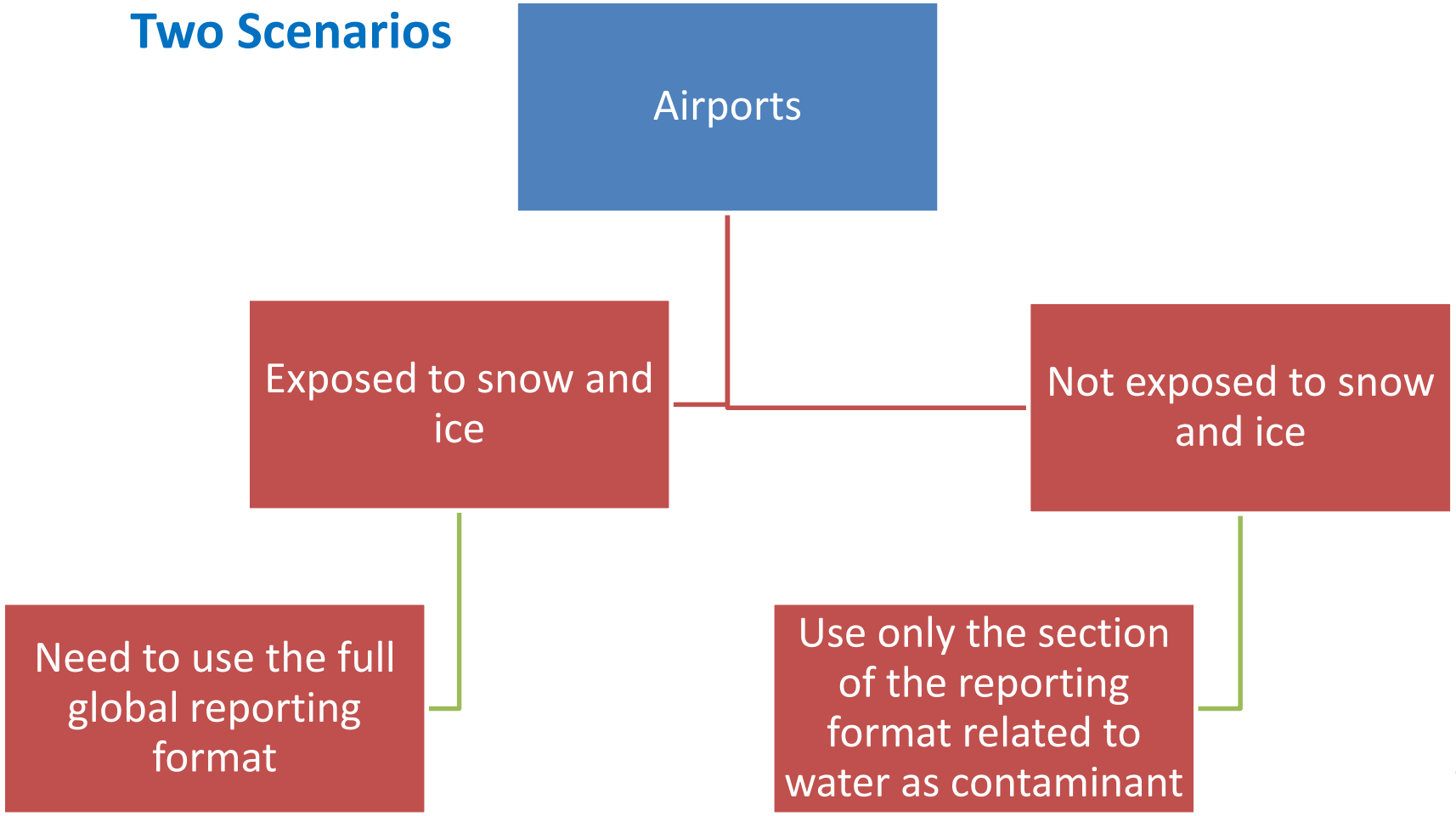


The airport operator’s role

- **Airports should :**
  - Accurately assess runway surface conditions using codes from the Runway Condition Assessment Matrix (**RCAM**)
  - Report information in a timely manner to ATS/ATC through the Runway Condition Report (**RCR**)

The airport operator's role

Two Scenarios



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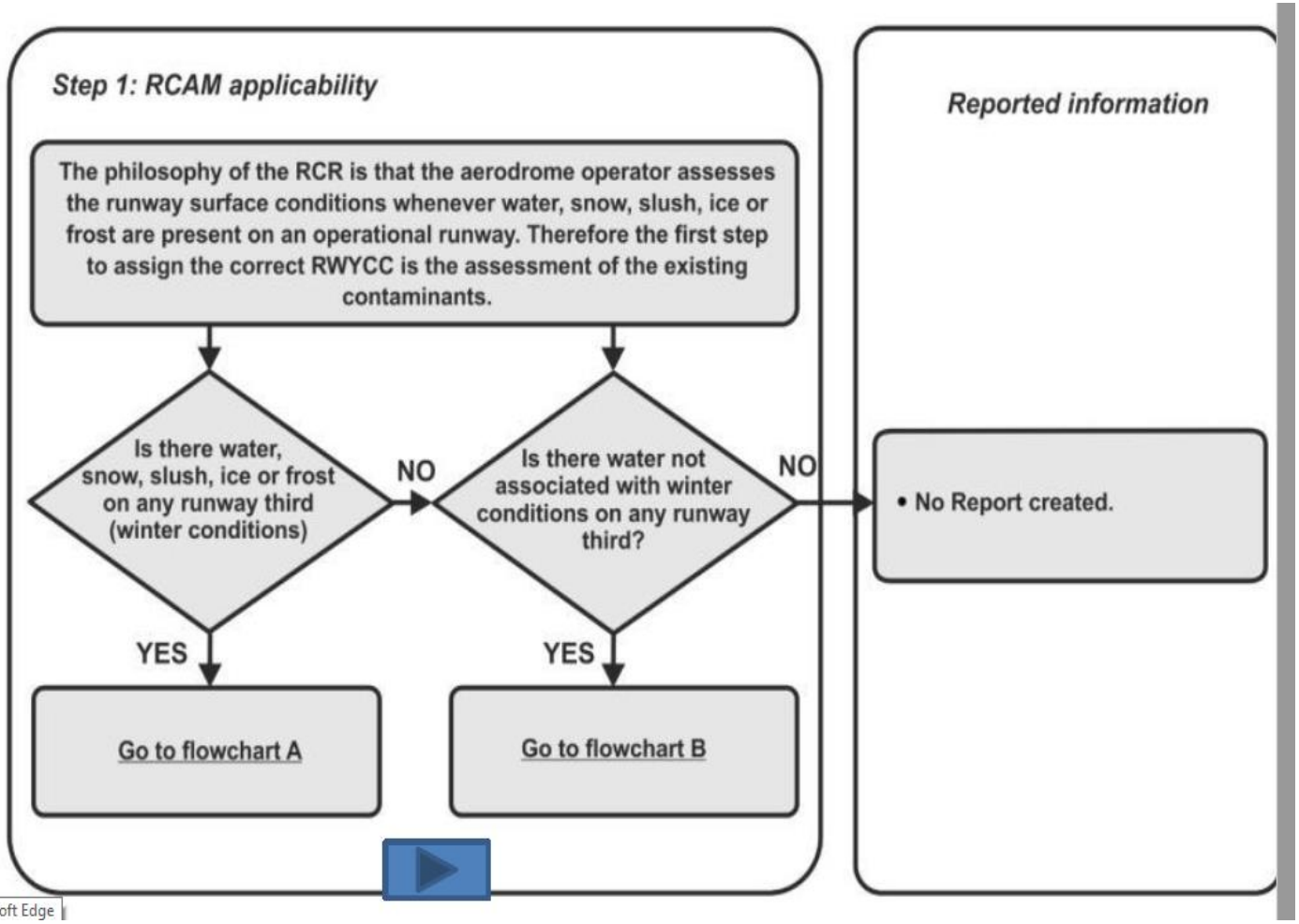
The airport operator's role

When to report



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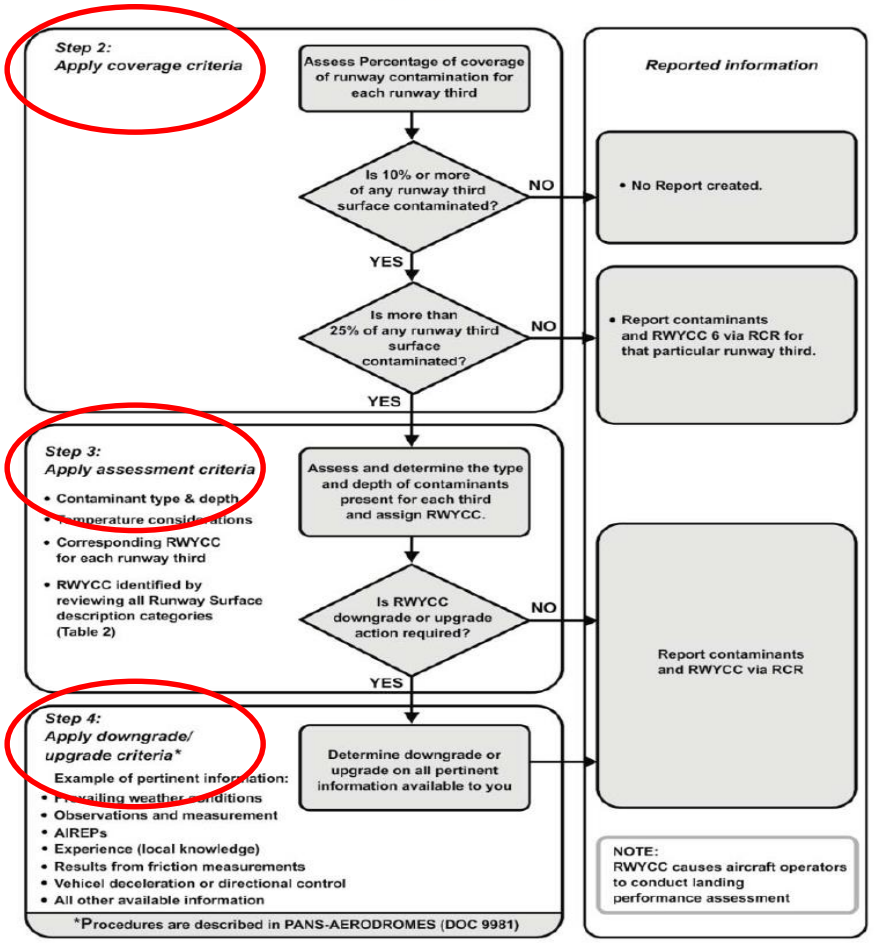
Exposed to snow and ice

The airport operator's role

When to report

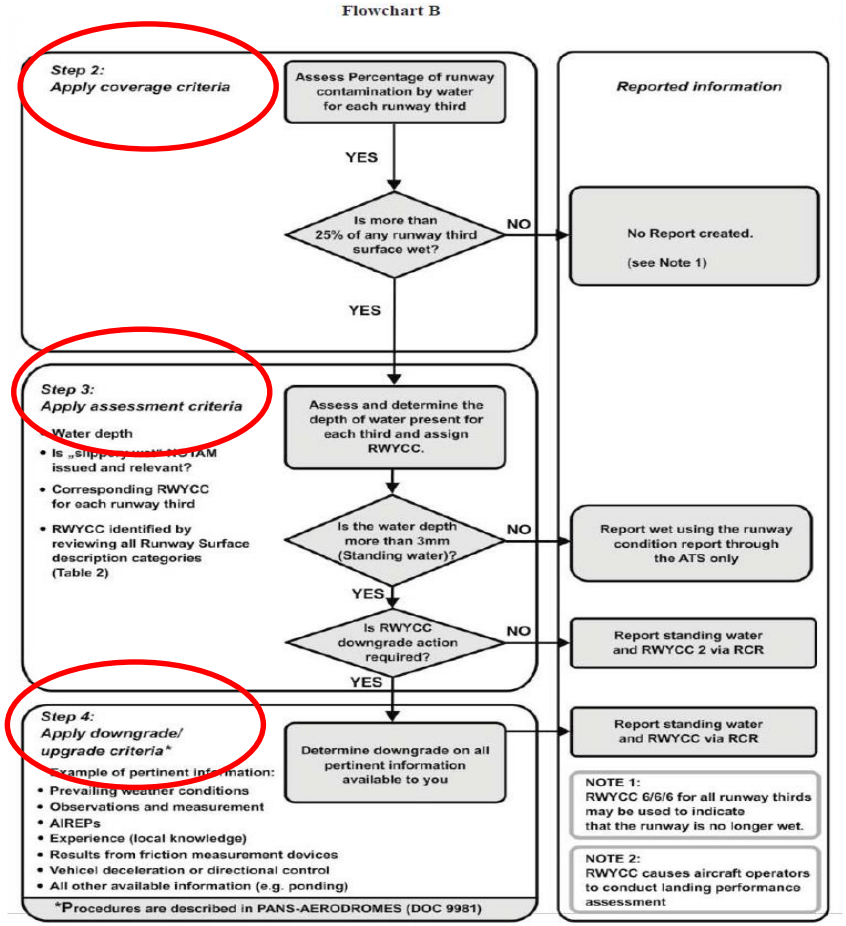
Flowchart A



The airport operator's role

When to report

Not exposed to snow and ice



Implementation challenges

- **The RCR should contain all the necessary information** for the determination of the relevant runway condition for the performance assessment of the flight crew
- **Aerodrome personnel should understand the operational use of RWYCC** by the flight to assess and report it correctly
- **Training is essential :**
  - How to assess?
  - How to report ?

ACI's role

Our role is to ***Help airport operators to implement the new system.***

Major ACI initiatives:

- Online ICAO/ACI course – already available-3 hours duration
- ICAO/ACI joint GRF symposium – held in March 2019
- Organization of joint ICAO/ACI Regional Seminars

ACI's role
Online Course content

Section 1 - Welcome

Section 2 - Overview

Section 3 - Background to the ICAO Global Reporting Format (GRF)

Section 4 - Runway Condition Assessment Matrix (RCAM)

Section 5 - Adjusted Runway Condition Codes

Section 6 - When to Conduct a Runway Condition Assessment

Section 7 - Conducting a Runway Condition Assessment

Section 8 - Runway Condition Worksheet

Section 9 - Example Scenarios

Assessment

Runway Condition Assessment Worksheet

Aerodrome

Date/Time (UTC) of assessment (MMDDhhmm)

Lower Runway Designator

Initials

Is **more than 25%** of any runway third surface wet or contaminated?

☐ **Yes** - assign Runway Condition Codes for each third and complete RWY Condition Report (Blue Box)

☐ **No** - No report created

Note: RWYCC 6/6/6 for all runway thirds may be used to indicate that the runway is no longer wet

1st RWY Third	2nd RWY Third	3rd RWY Third
For coverage 25% or less enter Code 6	For coverage 25% or less enter Code 6	For coverage 25% or less enter Code 6
- Identify % coverage if more than 25% of the RWY third - Identify depth (if applicable) - Identify Runway Condition Code - Record the most restrictive code in the box to the right	- Identify % coverage if more than 25% of the RWY third - Identify depth (if applicable) - Identify Runway Condition Code - Record the most restrictive code in the box to the right	- Identify % coverage if more than 25% of the RWY third - Identify depth (if applicable) - Identify Runway Condition Code - Record the most restrictive code in the box to the right
RWYCC	RWYCC	RWYCC
Dry 6	Dry 6	Dry 6
Wet (Damp) 5 % Cov. 25/50/75/100	Wet (Damp) 5 % Cov. 25/50/75/100	Wet (Damp) 5 % Cov. 25/50/75/100
Slippery Wet (Below Min Friction Level Classification) 3 % Cov. 25/50/75/100	Slippery Wet (Below Min Friction Level Classification) 3 % Cov. 25/50/75/100	Slippery Wet (Below Min Friction Level Classification) 3 % Cov. 25/50/75/100
Standing water 2 >3mm % Cov. 25/50/75/100	Standing water 2 >3mm % Cov. 25/50/75/100	Standing water 2 >3mm % Cov. 25/50/75/100
Depth: 4mm / Assessed depth (mm):	Depth: 4mm / Assessed depth (mm):	Depth: 4mm / Assessed depth (mm):
For Standing water 4mm depth have to be reported as Minimum	For Standing water 4mm depth have to be reported as Minimum	For Standing water 4mm depth have to be reported as Minimum

Situational Awareness Section / Notes

_____

_____

_____

☐ TWY _____ Poor

☐ Apron _____ Poor

☐ Other _____

_____

_____

CFME Braking coefficient

☐ ☐ ☐

Mu not to be transmitted in RWY Condition Report

Adjusted RWYCC

☐ ☐ ☐

ONLY if Downgrade Assessments used

Downgrade Criteria

☐ AIREP ☐ CFME ☐ Other

RCR _____ Aerodrome _____ Date & Time ____ RWY ___/___/___ RWYCC ___/___/___ % Coverage ___/___/___ Depth in mm

_____ / _____ / _____

Contaminant Type 1st third / Contaminant Type 2nd third / Contaminant Type 3rd third

Plain language remarks _____

_____ Reduced RWY width in m (if applicable)

Runway Condition Assessment Worksheet

Aerodrome

Date/Time (UTC) of assessment (MMDDhhmm)

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1st RWY Third

For coverage 25% or less enter Code 6

- Identify % coverage if more than 25% of the RWY third
- Identify depth (if applicable)
- Identify Runway Condition Code
- Record the most restrictive code in the box to the right

RWYCC

Dry 6

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Slippery Wet (Below Min Friction Level Classification) 3 % Cov. 25/50/75/100

Standing water 2 >3mm % Cov. 25/50/75/100

Depth: 4mm | Assessed depth (mm):

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2nd RWY Third

For coverage 25% or less enter Code 6

- Identify % coverage if more than 25% of the RWY third
- Identify depth (if applicable)
- Identify Runway Condition Code
- Record the most restrictive code in the box to the right

RWYCC

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Wet (Damp) 5 % Cov. 25/50/75/100

Slippery Wet (Below Min Friction Level Classification) 3 % Cov. 25/50/75/100

Standing water 2 >3mm % Cov. 25/50/75/100

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3rd RWY Third

For coverage 25% or less enter Code 6

- Identify % coverage if more than 25% of the RWY third
- Identify depth (if applicable)
- Identify Runway Condition Code
- Record the most restrictive code in the box to the right

RWYCC

Dry 6

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- ☐ TWY _____ Poor
- ☐ Apron _____ Poor
- ☐ Other _____

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_____

CFME Braking coefficient

☐ ☐ ☐

Mμ not to be transmitted in RWY Condition Report

Adjusted RWYCC

☐ ☐ ☐

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Downgrade Criteria

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RCR

_____ Aerodrome | _____ Date & Time | ____ RWY | ___/___/___ RWYCC | ___/___/___ % Coverage | ___/___/___ Depth in mm

_____ / _____ / _____

Contaminant Type 1st third | Contaminant Type 2nd third | Contaminant Type 3rd third

Plain language remarks _____

_____

_____ Reduced RWY width in m (if applicable)

Summary

1. GRF a tool to help avoid runway excursions
2. Airports have an active role to play
3. Training the biggest challenge
4. ACI actively promoting GRF via training and seminars

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