IFALPA

Global Reporting Format
A new Concept

to report Runway Surface Condition

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GRF Symposium

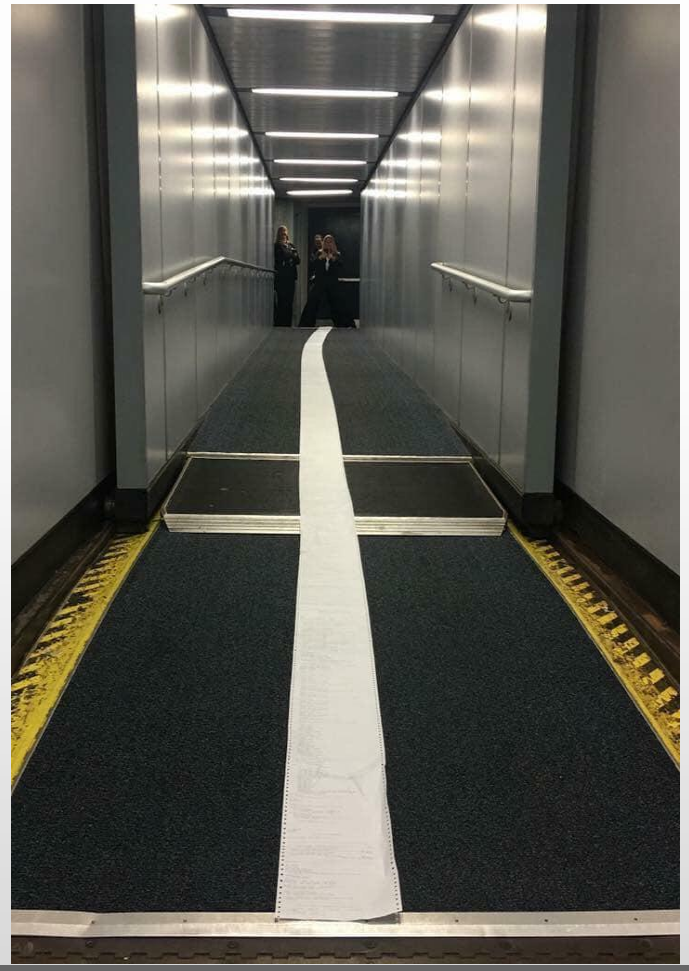
Runway excursions

- Aviation's number one safety risk category
- Caused usually by more than one factor;
  - Unrealistic or Erroneous Perf. Calculations
  - Unstable approach – Hot & High !
  - Long flare or floating
  - Inadequate use of reverse thrust and spoilers
  - Tailwind

- Among the top contributing factors are **poor braking action** due to contaminated runways combined with **shortfalls in the accuracy** and **timeliness of assessment** and **reporting of the runway surface conditions**.

What are Pilots struggling with today?

- Inadequate aircraft performance data.
- Huge NOTAM files where information about runway condition may dissappear.
- Different ways of reporting runway condition, friction or braking action.
- Increasing information flow & workload
  - Preflight
  - In Flight



Benefits for pilots - the end users

RCR 0393 EFHK 03260455

04R 5/5/3 100/100/100 02/03/05

WET/ SLUSH/WET SNOW OVER COMPACTED SNOW

LOOSE SAND. TWY Z POOR. APRON POOR

Benefits for pilots - the end users

RCR 0393 EFHK 03260455 04R

5/5/3 100/100/100 **02/03/05**

DEPTH

WET/ SLUSH/WET SNOW OVER COMPACTED SNOW

TWY Z POOR. APRON POOR

Benefits for pilots - the end users

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06R **5/5/3** 100/100/100 02/03/05

WET/ SLUSH/WET SNOW OVER COMPACTED SNOW

CHEMICAL TREATMENT ON THE RUNWAY

Benefits for pilots - the end users

- RCR – improves Situational Awareness

- Information about those aerodrome conditions that do not affect the takeoff or landing performance;
  - Drifting snow
  - Loose sand
  - Chemical treatment
  - Snowbanks
  - Taxiway conditions
  - Apron conditions
  - etc

Timeliness reporting

- The RCR is of utmost importance for the pilot
- It must be ensured that accurate information is made available in a timely manner.
- High standards for RCR/RWYCC dissemination should apply for all AIS-stakeholders (Aerodrome personnel, ATS, Flight Service, ACARS etc).
- A single report that is received by the pilot during final approach might be useless.

Roles and Responsibilities

- The international problem today lays over;
  - Policies
  - Methods
  - Parameters
- Differences may lead to confusions
- Various parts of the industry may not speak the same “language” even though they believe they do.
- Solid **training** about the coming **GRF** is imperative for all stakeholders involved, persons on the ground and in the air.

Leaflet is not enough
Training required

Roles and Responsibilities

- The most important key players in the safety chain are;
  - The **person on the ground**, identifying and reporting hazardous conditions on the movement area
  - **The pilot** using that information for safe operation of the aeroplane.
  - The role of the **aeronautical information services (AIS)** and **air traffic control** (**ATC**) is to disseminate the information in a timely manner in accordance with standardized formats and procedures established for international use.

GRF Concept

Common Rules

- For all Airports
- For all Manufacturers
- For all Operators

Performance to match Reported Conditions

- Std RWY condition assessment
- Allow Performance determination

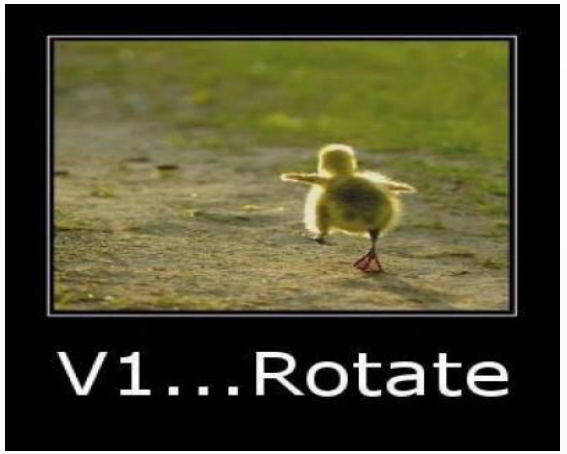
Shared Operational Landing Perf. Computation

- Realistic Air Distance
- Representative Friction
- All Physical effects considered

Harmonized implementation Benefits

- Globally Harmonized implementation is self-evident in International Operations
  - State specific peculiarities pose a risk

IFALPA wishes...



Willingness for a global GRF change