



**WORKING PAPER**

RASG-PA ESC/38 — WP/08  
09/05/2023

**Thirty Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting  
(ESC/38)**

Lima, Peru, 24 to 25 May 2023

**Agenda Item 2: Safety management process within RASG-PA**

**REPORT ON THE STATUS OF GRF IMPLEMENTATION**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

To alleviate the burden on Member States during, and in the aftermath of, the COVID-19 pandemic, the Council, at meeting 220-8, adopted amendments on the postponement of the applicability date, from 5 November 2020 to 4 November 2021, for provisions related to an enhanced global reporting format for assessing and reporting runway surface conditions (GRF) as contained in many annexes, including Annexes 3, 6, 8, 14, 15, and documents 4444, 9981, 10066.

Although the date was postponed, in both CAR and SAM Regions there are several States that haven't completed GRF implementation at their international aerodromes.

This working paper shows the progress of the States on GRF implementation and requests those States that haven't implement to take action in order to do so.

|                              |  |
|------------------------------|--|
| <b>Action:</b>               | See section 4  |
| <b>Strategic Objectives:</b> | <ul style="list-style-type: none"> <li>• Safety</li> </ul>   |
| <b>References:</b>           | <ul style="list-style-type: none"> <li>• AN 10/1.1</li> <li>• AN 11/1.3.33</li> <li>• AN 11/6.3.32</li> <li>• AN 3/5.13</li> <li>• AN 4/1.2.29</li> <li>• AN 2/2.7</li> <li>• AN 13/2.1</li> <li>• AN 4/27</li> <li>• AN 2/33-20/73</li> <li>• <a href="https://www.icao.int/SAM/SAFETY/GRF/Pages/default.aspx">https://www.icao.int/SAM/SAFETY/GRF/Pages/default.aspx</a></li> <li>• <a href="https://www.icao.int/safety/Pages/GRF.aspx">https://www.icao.int/safety/Pages/GRF.aspx</a></li> </ul> |

## 1. Introduction

1.1. The ICAO methodology for assessing and reporting runway surface conditions, commonly known as the Global Reporting Format (GRF), allows for the harmonised assessment and reporting of runway surface conditions and an enhanced flight crew assessment of take-off and landing performance.

1.2. Globally, movement areas are exposed to multiple weather conditions and therefore the conditions to be reported are quite different. A basic structure that applies to all these weather variations is described in the Runway Condition Report (RCR). The assessment of runway surface condition is based on a wide variety of techniques and no single solution can be applied to all situations.

1.3. The implementation date originally envisaged by the ICAO Council was 5 November 2020. However, in State letter N° AN 2/33-20/73, the ICAO Council, in order to ease the burden on States during the COVID-19 pandemic and the period thereafter, adopted amendments at its 220-8th session to postpone from 5 November 2020 to 4 November 2021 the date of implementation of the provisions on the enhanced global reporting format for assessing and reporting runway condition (GRF).

## 2. Discussion

2.1. In order to support States on the implementation of this new provision, all ICAO Regional offices agreed on a proposed methodology to monitor the status of implementation in States, based on the follow up thru teleconferences of 15 GRF milestones, including topics such as regulation, training, guidance materials and implementation at international aerodromes. Details on the milestone approach can be found at this address: <https://www.icao.int/SAM/SAFETY/GRF/Documents/SAM%20GRF%20ImplementationActionPlanTemplateRev3.pdf>

2.2. In addition, the Secretariat organized several activities to raise awareness and support implementation of GRF:

- Several ICAO resources and training: <https://www.icao.int/safety/Pages/GRF.aspx>
- [ICAO Seminar/Workshop on GRF \(SAM Region\)- 2019](#)
- [ICAO webinar on GRF \(CAR and SAM Regions\) - 2020](#)
- [ICAO - CANSO Webinar on GRF aimed at ANSP's \(CAR and SAM Regions\) - 2021](#)

2.3. Although several activities have been done to support the implementation, some States haven't been able to implement.

## 3. Pan-America Regional Status

3.1. As of April 2023, based on the GRF milestones the following figures are reported by the Secretariat:

**CAR Region**

3.2. The CAR region held several teleconferences with States. Faced with the low level of implementation (see figure 3.1), the NACC Regional Office proposed the development of a support project for States in the CAR Region to increase the level of implementation of the GRF in the region. The project is in the process of finalizing the terms of reference and searching for funds.

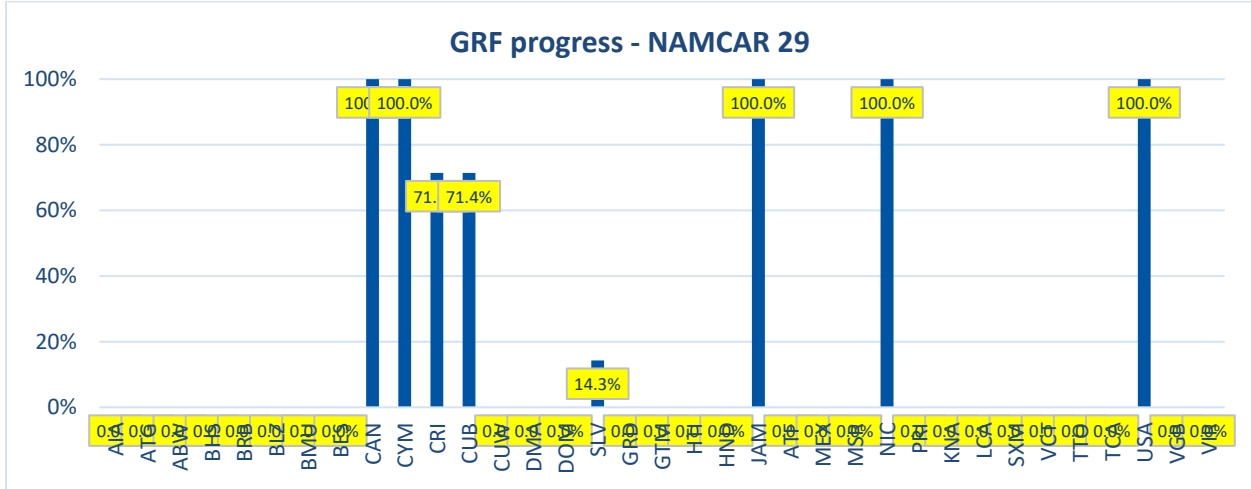


Figure 3.1 - Implementation of GRF in the CAR Region in 2022

**SAM Region**

3.3. The SAM Region held 19 teleconferences (1 per month approximately) with States. After those conferences, the Secretariat reported the following implementation figures:

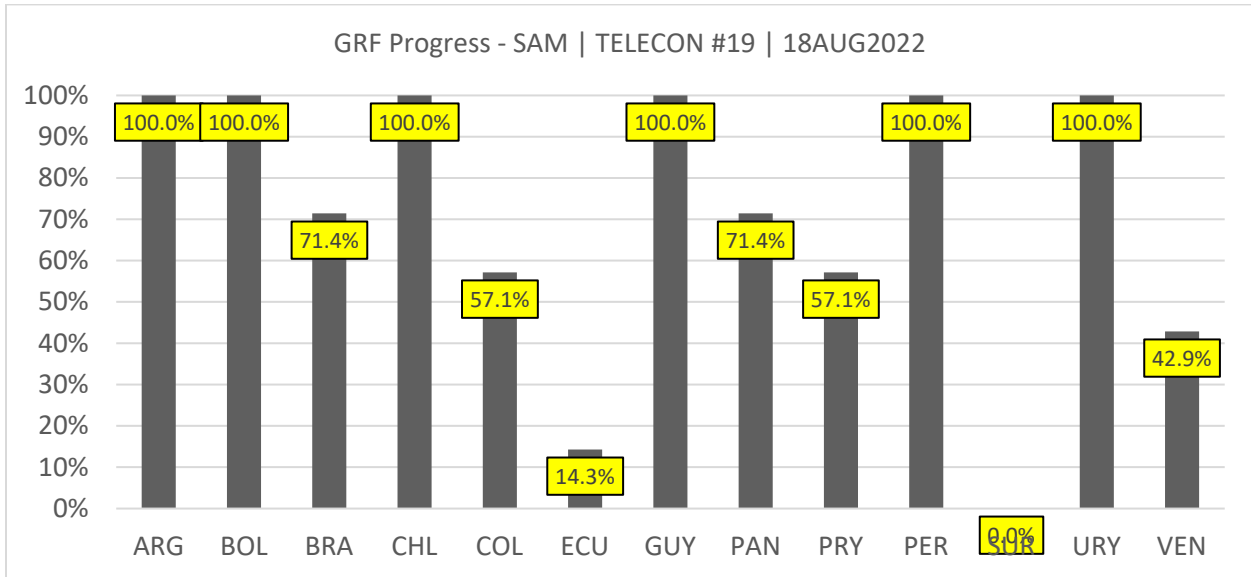


Figure 3.2 - Implementation of GRF in the SAM Region as of August 2022

3.4. For practical purposes, an implementation over 70% is considered as satisfactory. As such, the following States need to put actions to start or retake implementation of GRF, as it is mandatory under ICAO provisions:

- Colombia
- Ecuador
- Paraguay
- Suriname
- Venezuela

#### **4. Suggested Actions**

4.1. The Meeting is invited to:

- a) Take note of the information presented on this WP;
- b) request to States that haven't implemented GRF to start and report to Secretariat;
- c) request States that have started but haven't reported progress to report to corresponding ICAO Regional Office (RO) as soon as possible;
- d) request States that need support to implement, to approach corresponding ICAO RO as soon as possible;
- e) request ESC/38 meeting to support GRF implementation and report any challenge encountered to corresponding ICAO RO's; and
- f) other actions that the meeting considers necessary.