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# Global methodology for assessing and reporting runway surface conditions

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# Background

- Runway surface conditions have contributed to many safety events and investigations have revealed **shortfalls in the accuracy and timeliness of assessment and reporting methods** currently provided for in ICAO provisions and guidance material



## Methodology – Runway Condition Report (RCR)

- Designed to report runway surface condition in a standardized manner
- Common language between all actors of the system: aircraft manufacturers, aerodrome operators, aircraft operators, ANSPs, AIM, MET and other stakeholders



# Runway Condition Report

The Runway Condition Report has two sections namely:

- ❖ Aeroplane performance calculation section (for each runway third)
- ❖ Situational awareness section



# ICAO Provisions on GRF

- **Annex 14, Volume 1 and PANS-Aerodromes:** fundamental provisions for assessing and reporting runway surface conditions
- **Annex 6, Parts I and II:** assessment by the pilot-in-command of the landing performance and report for commercial air transport operations
- **Annex 8:** nature of the information provided by the aircraft manufacturers in flight manuals;
- **Annex 3:** removal of the runway state group for METAR/SPECI
- **Annex 15 and PANS-AIM:** syntax and format used for dissemination;
- **PANS-ATM:** phraseology and communication of special air-reports concerning runway braking
- **Guidance materials**
  - *Aeroplane Performance Manual (Doc 10064)*
  - *Circular 355 Assessment, Measurement and Reporting of Runway Surface Conditions*



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# Implementation task list

- Updating State's regulatory framework
  - ❖ updating National regulations (transposition of ICAO provisions to the national regulations)
  - ❖ filing differences / publishing significant differences in AIP (if required)
- Establishment of a national implementation plan that takes into account the modified ICAO provisions;
- Implementation of GRF at National level







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