



ICAO

CAPACITY & EFFICIENCY

NO COUNTRY LEFT BEHIND



STATUS OF GRF IMPLEMENTATION

ICAO Regional Offices
ESAF/DAKAR

Virtual 7th December 2021

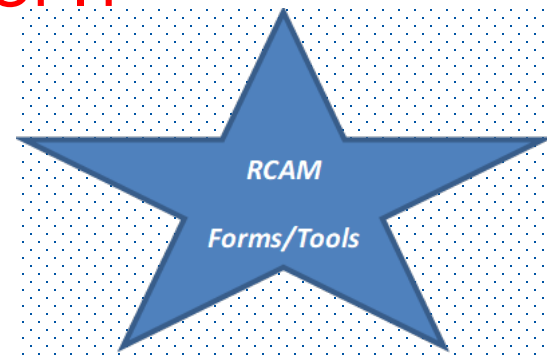
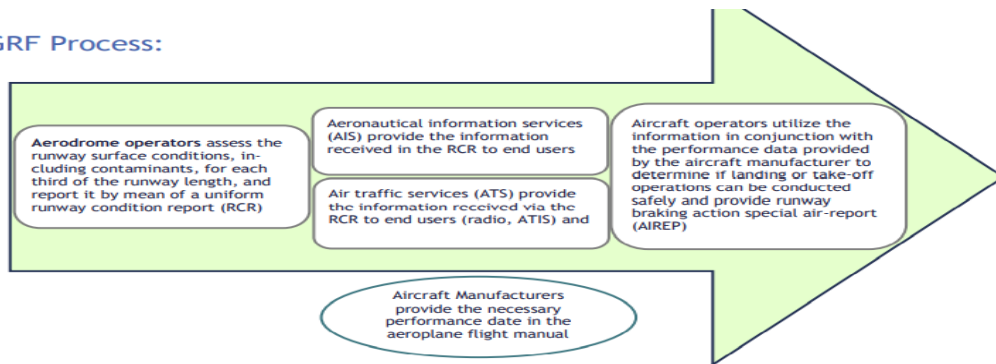




GLOBAL REPORTING FORMAT OF RUNWAY SURFACE CONDITIONS

- Globally-harmonized methodology for runway surface condition assessment and reporting. **RS** is a Global Safety Priority Together with **LOCI** and **CFIT**

GRF Process:





GRF BENEFITS:

- Improved safety
- Better understanding of runway conditions
- Fewer runway excursions
- Improved efficiency
- Better situational awareness
- Better decision making
- Fewer runway closures
- Reduced environmental impact
- Fewer runway excursions
- Better traffic management
- Better management of de-icing products

IMPLEMENTATION CHALLENGE

- Complex Implementation by all airports around the world
- Impacts most States (a new topic for some)
- Establishment of National GRF Implementation Team and the National Implementation Plan
- Training of all National Stakeholders in a timely manner (aerodrome operators, airlines, ANSP, etc.)
- Update/upgrade of AIM system



CAPACITY BUILDING

- Applicability date 4 Nov. 2021
- HQ Organized Training
- Sensitization workshops (Pilots, AD Operators, ANSPs,) organized by ICAO, FAA, CANSO etc in French, English and Portuguese
- DG-CAA, APIRG-RASG



ID	ACT/EN	ENTITY RESPONSIBLE	TARGET DATE	REMARKS
GRF 1	Review ICAO provisions and guidance and other Organization's guidance (see below)	CAA		
GRF 2	Designate a focal point to coordinate implementation activities at the national level	CAA		
GRF 3	Identify concerned focal points in the entity (CAA, ANSP, ANSP, Airport operators)	CAA, ANSPs, ANSP, Airport operators		
GRF 4	Establish an Implementation Coordination Team including staff from the identified stakeholders/entities	CAA		
GRF 5	Conduct the initial training for the CAA, ANSPs, ANSP and Airport Operators' personnel in a ICAO/CACILET online course, national, joint, or in-house	CAA		
GRF 6	Identify regulations, standards, procedures and guidance material to be developed/revised	National Focal Point and the Implementation Coordination Team		
GRF 7	Develop a detailed national implementation plan and safety risk assessment. Each entity should also develop implementation plan and safety risk assessment	CAA, ANSPs, ANSP, Airport operators		
GRF 8	Identify the necessary resources and processes for the implementation (Human, Financial and material resources)	National Focal Point and the Implementation Coordination Team		
GRF 9	Consult with Airport Runway Safety Teams	Airports		
GRF 10	Develop and promulgate regulations and standards	CAA		
GRF 11	Develop procedures and guidance material (simulate if required)	National Focal Point and the Implementation Coordination Team		
GRF 12	Provide the necessary status and processes for the implementation (Human, Financial and material resources)	CAA, ANSPs, ANSP, Airport operators		
GRF 13	Conduct On-the-Job Training (OJT) on the implementation (ACI on-site OJT training course is available to request Airports)	CAA, ANSPs, ANSP, Airport operators		
GRF 14	Perform tests trials given in the effective implementation	All		
GRF 15	Applicability date for the new methodology for assessing and reporting capacity, resource, constraints...	All		



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;
- Use of GRF Implementation Action plan template





DRY RUNS

- GRF Focal points/Coordinators meeting
- Designation of a team to the dry run.
- Designation of Airlines and Airports
- Carry out Risk assessment
- Participants including, Stakeholders including AIS, ATS, Aerodromes, Airlines, IATA, CANSO.....
- Issue NOTAM on period of dry run and Aerodromes participating in the dry run
 - Dry run not affect operations at aerodromes and Provision of Air Navigation Services*
- Share the experiences with Regional Office for next steps

135

Countries reported progress

63.3%

APAC

55.0%

ESAF

82.1%

EURNAT

49.5%

MID

80.4%

NAMCAR

60.7%

SAM

24.4%

WACAF

Regions average

Region

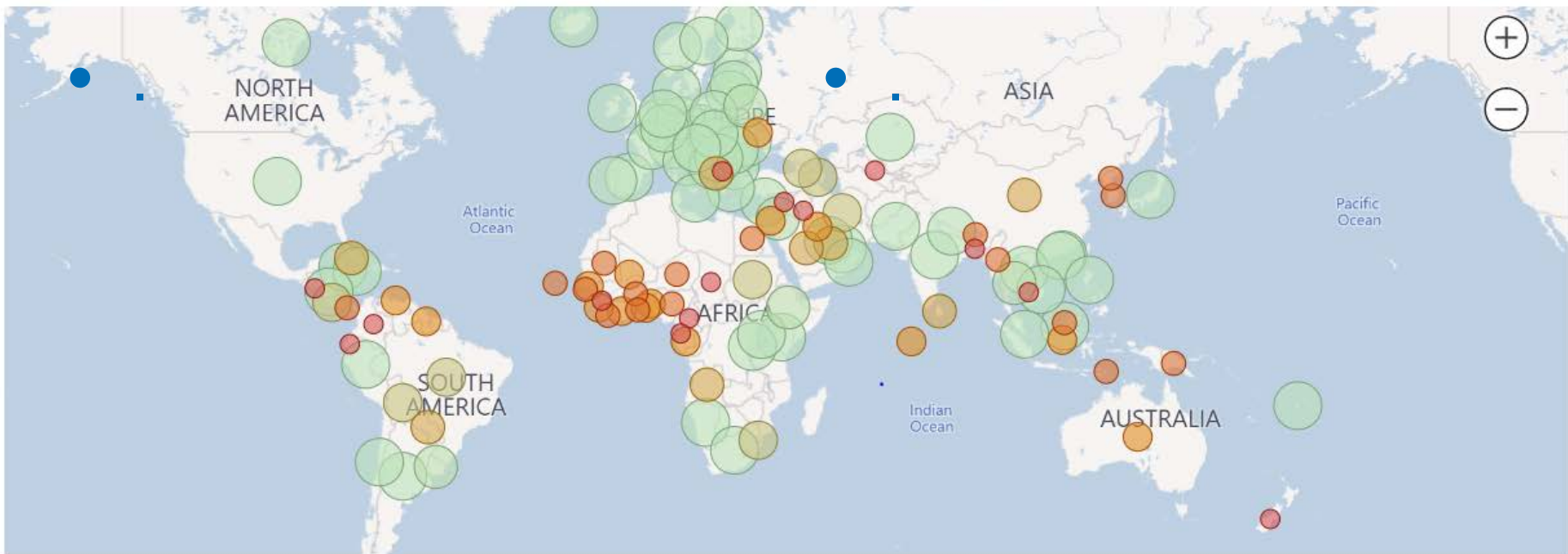
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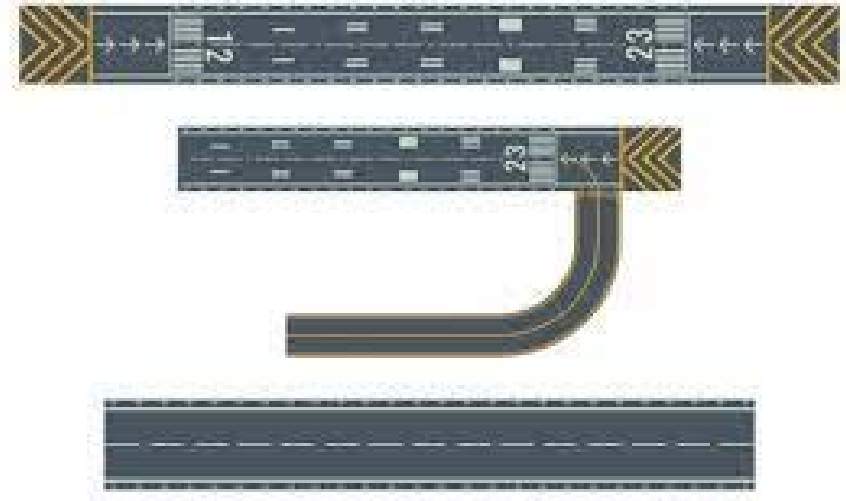
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WAY FORWARD /CONSIDERATIONS

- Assistance to States to full implementation
- Workshops on implementation experiences
- Platform to provide real time data during continuous Precipitation
- Platform with minimal human interactions
- Detailed data for whole runway





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NO COUNTRY LEFT BEHIND



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North American
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Mexico City

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(SAM) Office
Lima

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Headquarters
Montréal

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Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU