



International Civil Aviation Organization

Aerodrome Safety & Planning Implementation Group

First Meeting (ASPIG/1)
(Cairo, Egypt, 19-21 November 2019)

Agenda Item 4: AGA Global and Regional Developments

AERODROME SAFETY, PLANNING, AND IMPLEMENTATION GROUP,
(CAIRO, EGYPT) ON GLOBAL REPORTING FORMAT (GRF)

(United States/Federal Aviation Administration)

SUMMARY

This paper presents information about the FAA's effort to assist in globalizing the Takeoff And Landing Performance Assessment (TALPA) initiative through the GRF2020 efforts.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 ICAO GRF follows the Federal Aviation Administration's Runway Condition Assessment Matrix (RCAM) and associated standards and reporting procedures derived from the Takeoff And Landing Performance Assessment (TALPA) Aviation Rulemaking Committee (ARC) with slight variances

2. DISCUSSION

2.1 As a result of the TALPA ARC work, the FAA implemented the RCAM in October 2016. Relevant instructions were provided to air operators and aerodrome operators through the FAA's regulatory tools and industry outreach

- a. The RCAM and the associated performance data was the catalyst for the development of ICAO's new Global Reporting Format (GRF).
- b. Implementation resources can be accessed at the following FAA website:
<https://www.faa.gov/about/initiatives/talpa/>
 - Useful information for ICAO to implement GRF2020 by 05 November 2020.
- c. GRF implementation resources can be accessed at:
<https://www.icao.int/safety/Pages/GRF.aspx>.

- d. ICAO/Airport Council International GRF2020 training course has been developed and is available at: <https://www.olc.aero/product/icao-global-reporting-format/>
 - three hour (3) self-pace course on the ICAO/GRF2020 initiative; and
 - course cost is \$150.00 USD to the user.

2.2 The RCAM tool for both TALPA and GRF are similar but there are minor application differences:

- a. Determination and assignment of Runway Condition Codes (RwyCC) by thirds
 - i. FAA TALPA format assigns codes based on assessments that determines when more than 25% of the overall runway is contaminated; and
 - ii. GRF assigns codes when any given third of the runway exceeds 25%.
- b. Identification and the number of reportable contaminants
 - i. FAA TALPA format permits up to two contaminants (side-by-side or layered) in each runway third generated via assessment and automation; and
 - ii. GRF permits one contaminant per third as determined by the airport inspector and in case of multiple contaminant, airport inspector will determine the most critical for airplane performance.
- c. Reporting of RwyCC
 - i. FAA TALPA reports RwyCCs for the direction of aircraft travel (takeoff/landing) (Runway 1 to 36); and
 - ii. GRF reports codes in one direction from lower runway end designation to higher runway end designation (Runway 1 to 18).
- d. Reporting of MU values
 - i. FAA will not provide or issue MU values in the NOTAM system; and
 - ii. GRF will permit MU values in the remarks of the SNOWTAM.

2.2 The FAA's TALPA working group is supporting the GRF2020 implementation through the following means:

- a. Provided early comments, through the ICAO Friction Task Force, on EASA Notice of Proposed Amendment 2018-14, Runway Safety.
- b. Providing access to guidance documents for implementation and industry awareness for both aircraft operators, aerodrome operators, air traffic controllers, and other stakeholders.
- c. Through Subject Matter Expert facilitators, lessons learned and good practices was provided at symposiums for attendees at the list of locations below, member states aerodrome operators participated with their GRF counterparts for discussions centered on the most efficient ways to implement ICAO GRF2020 by 05 November 2020:
 - i. Bangkok, Thailand
 - ii. Dakar, Senegal
 - iii. Paris, France
 - iv. Nairobi, Kenya
 - v. Lima, Peru
 - vi. Washington, DC
 - vii. Accra, Ghana

- d. Weighing capability to support future symposiums at the following locations:
- i. Johannesburg, South Africa
 - ii. Frankfurt, Germany
 - iii. Rwanda, Africa
 - iv. Madrid, Spain

3. ACTION BY THE MEETING

3.1 Recognize and pursue the abundant amount of TALPA and GRF2020 training and awareness information and tools already available to ICAO to achieve the 05 November 2020 GRF implementation objective.

- attend any future planned ICAO/GRF2020 symposium; and
- collaborate with other ICAO member states to share GRF2020 ideas, tool, and good practices that could help maximize the effort toward implementation

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