



**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group  
(APIRG/22)  
(Accra, Ghana, 29 July – 2 August 2019)**

**Agenda Item 4: Other Air Navigation Issues  
4.5 Regional and Inter-related Activities**

**RUNWAY SURFACE CONDITIONS: THE GLOBAL REPORTING FORMAT**

(Presented by South Africa)

<b>SUMMARY</b>	
This paper aims to bring attention to the member States the urgency and need to ensure implementation of Global Reporting Format by States before November 2020 by developing a robust implementation framework at national levels.	
The meeting is invited to:	
<ul style="list-style-type: none"> <li>a) request APIRG to establish a Go-Teams comprising of ICAO Regional Office and Experts from Member States to train and sensitize States on this New Methodology.</li> <li>b) request States to organize National Forums to ensure full implementation of Global reporting Format (GRF).</li> </ul>	
<i>Strategic Objectives</i>	This paper relates to Strategic Objectives A, B and C

## 1. INTRODUCTION

1.1 According to the ICAO ISTARS data, Runway Safety-related accidents and incidents are aviation's number one safety related risk category with 59 reported accidents in 2016, of which more than half were due to runway excursions.

1.2 A runway excursion is defined as a "veer off or overrun of the runway surface", which can happen during landing or take off. One main contribution factor involves adverse weather that results in runway surface being contaminated by snow, ice, slush or water, with potentially negative impact on an aircraft's braking, acceleration or controllability.

## 2. DISCUSSION

2.1 To help mitigate the risk of excursion, ICAO has developed a harmonised methodology for the assessing and reporting of runway surface conditions. This methodology, known as Global Reporting Format (GRF), will be globally applicable from 5<sup>th</sup> November 2020. The workshop conducted in March 2019 in Montreal, Canada was to sensitise States on the New Format for reporting runway surface conditions.

2.2 The seminar was proposed follow-ups by convening regional workshops in ESAF and WACAF. The proposed ESAF workshops are scheduled for August 2019 in Nairobi, Kenya and November 2019 in Johannesburg, South Africa.

2.3 GRF is meant for aerodrome operators to rapidly and correctly assess runway surface conditions, whether they are exposed to wet runway conditions, snow, slush, ice, or frost, including rapidly changing weather conditions such as those experienced during winter or tropical climate.

2.4 Pilots will assess the reports, determine their aircraft's performance by correlating a unique code with performance data provided by aircraft's manufacturer. This assists pilots to correctly carry out their landing and take-off performance calculations for wet or contaminated runways. Pilots will also be able to report their own observations of runway conditions, thereby confirming the initial assessment report or providing an alert to the changing conditions.

2.5 This information will all be relayed from the Aerodrome Operator through Air Traffic Control (ATC) or AIS as NOTAM and finally to the pilots. If the conditions of the runway have changed, the Pilots will also send the changing conditions based on their own assessments of the Aircraft performance back to ATC who will inform the subsequent Aeroplanes and AIS to make the necessary adjustments accordingly.

2.6 This information will not just come to the knowledge of the aviation industry and stakeholders without intentional campaigns that should be targeted to all affected.

2.7 The Air Traffic Controllers will need to understand the information the way the Aerodrome Operator will. When the Pilots are given the information, it must make sense, while the dispatchers who provide the route briefs to Pilots including the destination airports information will need to understand the information.

2.8 New Reporting Format will have an impact on the State's Regulations, Guidance material, and Aerodrome Manuals of Air Traffic Management at Aerodromes including AIS reporting formats

2.9 It is therefore paramount that States train the aviation industry to ensure universal implementation.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) request APIRG to establish a Go-Teams comprising of ICAO Regional Office and Experts from Member States to train and sensitize States on this New Methodology.
- b) request States to organize National Forums to ensure full implementation of GRF.

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