



ICAO REGIONAL SEMINAR ON IMPLEMENTATION OF THE NEW GLOBAL REPORTING FORMAT FOR RUNWAY SURFACE CONDITION (ACCRA, GHANA)

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Runway Surface Condition Reporting: Airport Operator's Perspective

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Outline

- Overview of African Airports
- Surveyed African Airports
- Survey Outcome
- Global Reporting Format
- Benefits of implementing the GRF
- Impact on African Airports
- Why do we need GRF



Overview of African Airports



- Africa has about 160 international airports (Wikipedia)
- Africa had a 1.4% increase in aircraft movement in 2018 with about 3million movements (ref: ACI WATR 2018)
- About 20 runway excursion incidents were recorded in Africa between 2008 and 2018. (ref: avherald.com)

(map by Google)



Surveyed African Airports

- Ghana
- Nigeria
- Senegal
- Liberia
- Kenya
- Gambia
- South Africa
- Tunisia
- Morocco



(map by Google)

Survey Outcome

- Survey revealed:
 - Aircraft movements range between 12 to 600 per day
 - Most airports have single runway operations with a few using two runways.
 - 60% of Airports that responded to the survey have grooved runways that support water drainage and improves frictional characteristics of the runways.

Survey Outcome

All airports surveyed

- have a runway inspection plan
- have a runway maintenance programme
- record and report runway surface conditions



About 20% of respondents have not established

- Friction Testing Programme
- Rubber Removal Programmes

Survey Outcome

- Main contaminants identified are
 - Rubber deposits
 - Ponding of water



Global Reporting Format

The objective of the GRF is to:

- ✓ Harmonize assessment and reporting of runway surface conditions (using a Runway Condition Code, RWYCC);
- ✓ Factor the flight crew assessment of take-off and landing performance when determining the serviceability or otherwise of the runway

Benefit of implementing the GRF

- The GRF will provide objective judgments of runway surface conditions based on a universally accepted format.
- Assessments are interrelated by referring to contaminant type and depth categories.
- All stakeholders contribute to determining whether the runway is safe or otherwise.

Impact on African Airports

- Most African airports are not aware of the GRF implementation
- Scope of the RCAM is focused on Snow
 - African airports do not associate much with the content of the matrix.
 - Other contaminants such as mud are not considered





Impact on African Airports



- Change in Inspection/Reporting Format
 - Change Management issues to be addressed
 - Awareness Creation amongst airport operators
 - Training of operational personnel
 - Pilot implementation of the GRF

DATE RECORDED

RUNWAY LOCATION	CONDITION (DAMP/WET/STANDING WATER)	METHOD OF CHECKING USED (COIN / VISUAL INSPECTION)
21- ZULU RET	DAMP	VISUAL INSPECTION
ZULU RET - YANKEE RET	DAMP	VISUAL INSPECTION
YANKEE RET TO END OF R21	DAMP	VISUAL INSPECTION

Impact on African Airports

- Communication Challenges
 - Establishing Feedback mechanisms between Pilots, ATC and Airport Operator in determining the appropriate RWYCC
- Collaboration between regulatory bodies and the airport operators in the implementation of the GRF.
- Development of guidance materials in support of the implementation of the GRF





Why do we need the New GRF

- All the airports surveyed do not apply a Runway Condition Code in reporting surface condition
- Runway Assessments are based solely on personnel interpretation and no standard charts for reference.
- Communication of runway surface condition using existing formats is difficult to interpret for both ATC and Pilots



THE END
THANKS FOR LISTENING
ANY QUESTIONS?

