

ICAO/ACI Symposium on Implementation of the New Global reporting Format for Runway Surface Condition (GRF/2019)

*Session 4: state initiatives and
pre-implementation testing*

French initiatives

26 to 28 March 2019, Montréal, Canada



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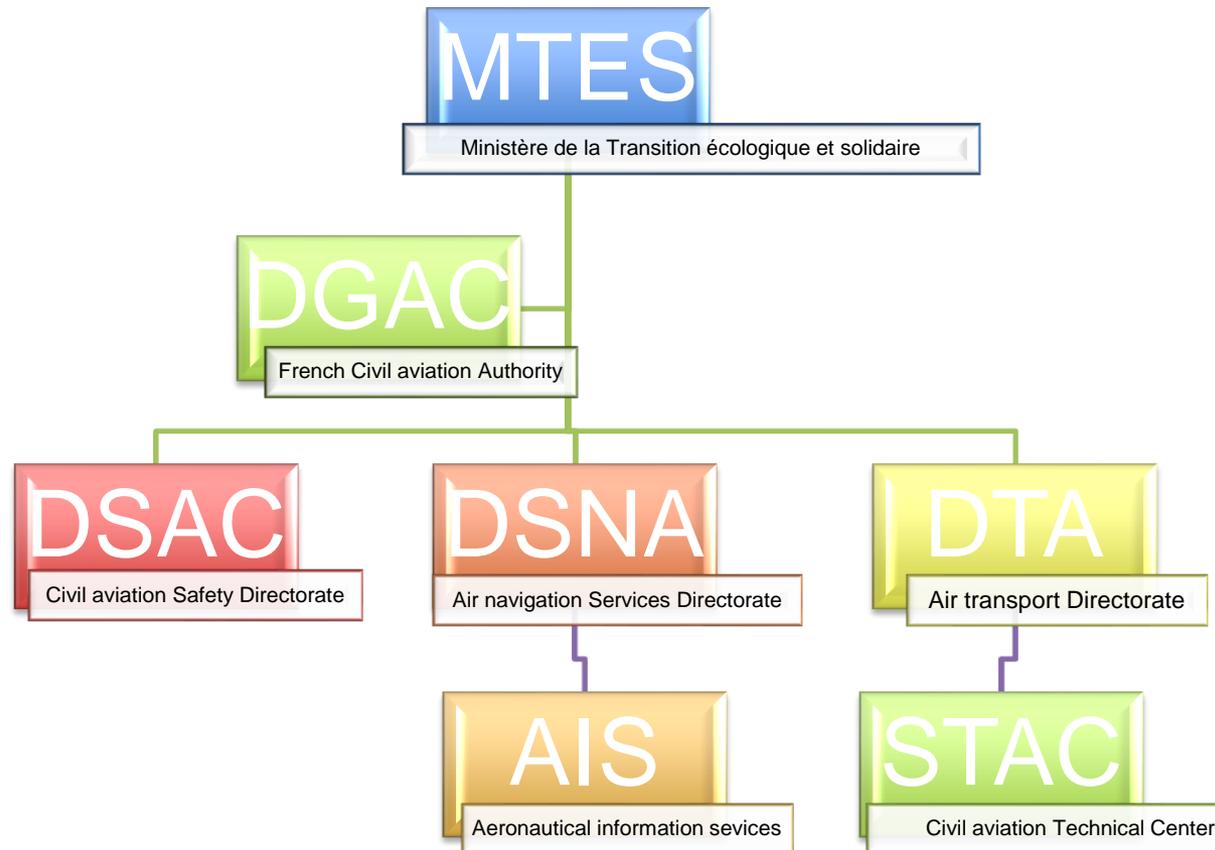
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French Civil Aviation Authority (DGAC) – Civil Aviation Technical Center (STAC)

www.stac.aviation-civile.gouv.fr

French Civil Aviation Authority

Stakeholders of GRF



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French aerodromes... all over the world



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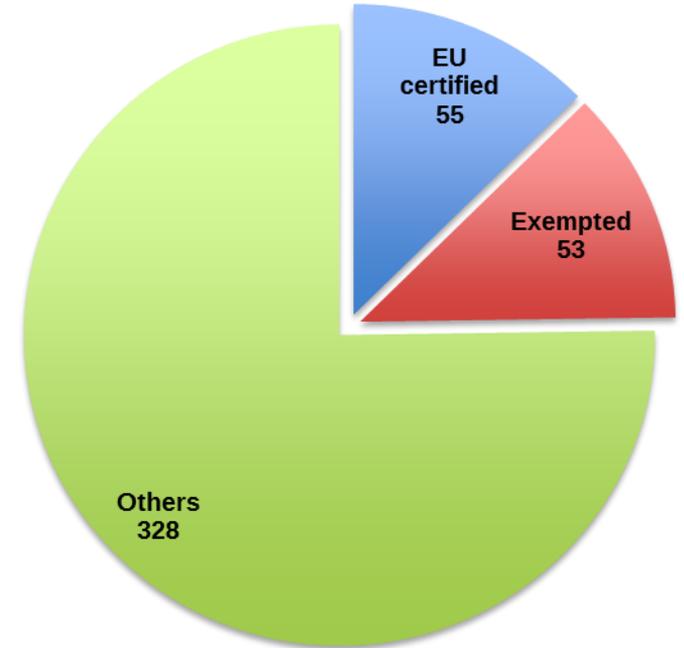
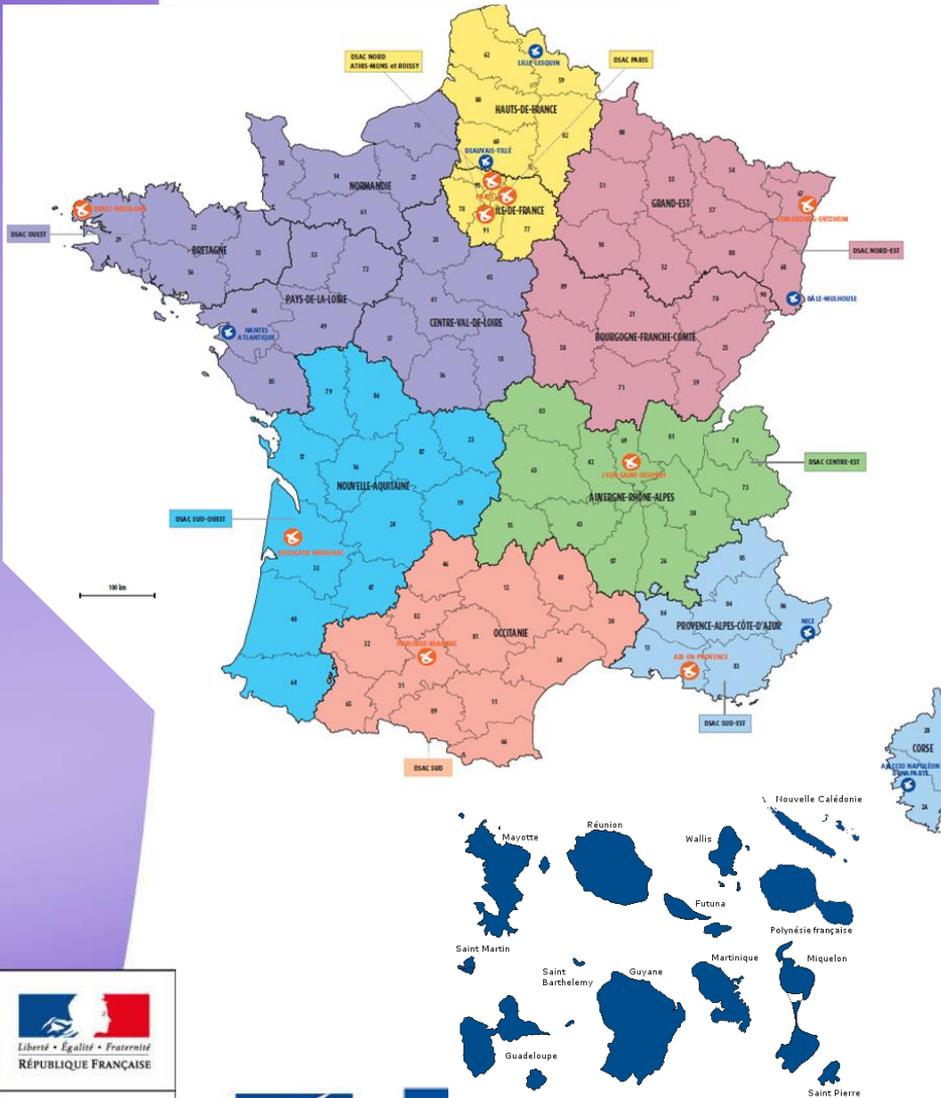
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French aerodromes regulatory System

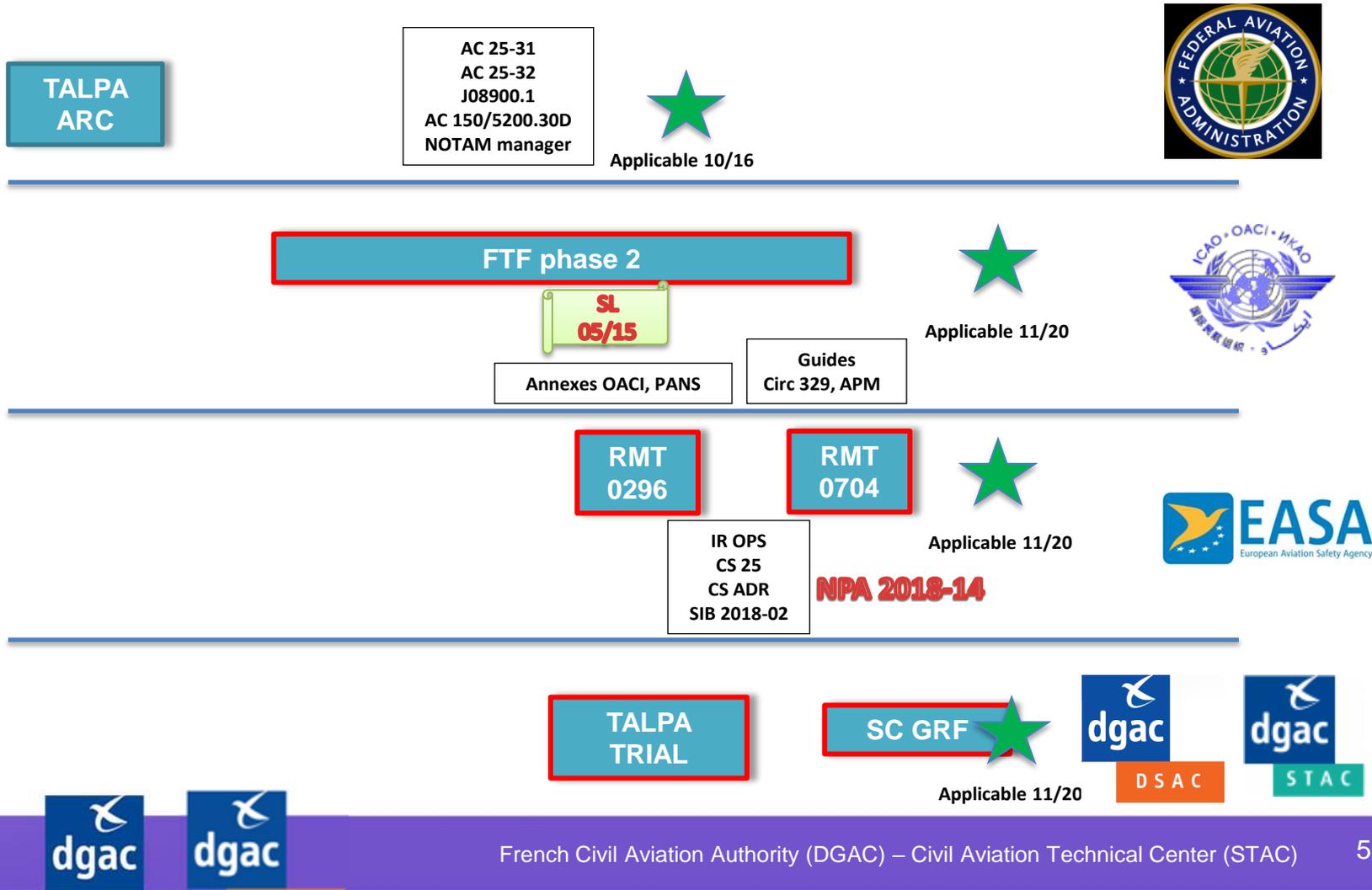


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French involvement in the GRF

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TALPA trial

Experiments

7 countries: USA, UK, Japan, Italy, France, Switzerland, Norway

France: 12 aerodromes (including 2 overseas)

3 winter seasons (2014-2017)

2014 – 2017 data for France :

More data needed
 What consistency between multiple AIREPs
 for a single RWYCC ?
 ⇒ Dependency on contamination ? aircraft
 type ? country ? airport ? climatic area ?

Coupling of RWYCC and AIREP for 60min and 75min timeframes						
	Timeframe 60min (91 pairs collected)			Timeframe 75min (107 pairs collected)		
	1st third	2nd third	3rd third	1st third	2nd third	3rd third
RWYCC > AIREP	27%	30%	30%	28%	30%	32%
RWYCC = AIREP	62%	62%	60%	56%	56%	56%
RWYCC < AIREP	11%	9%	10%	16%	14%	13%

US feedback [FAA 2017]:
 31% of 2 473 pairs
 (60min timeframe)

⚠ Possible safety issue

✓ Perfect correlation

≈ Non-optimal



French symposium 2016



- 31 March, 1 April 2016
- DGAC Head Office, Paris
- 183 attendants
- 30 speakers
- **5 sessions**
 - *TALPA trial programs*
 - *Solution to prevent runway excursions*
 - *Reporting solutions: procedures and systems*
 - *On the way to implement the RCC*
 - *Maintenance*

<http://www.stac.aviation-civile.gouv.fr/en/events/friction-symposium-2016>



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Dissemination of the concept



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- French CAA/Weather seminar (2016/06)
- French Airports Union/AIS symposium (2016/09)
- Global Air Safety Net Concept Forum (2018/04)
- Conferences : SURF 2018,...
- Several meetings with airports, weather services, air traffic controllers...

As often as possible !

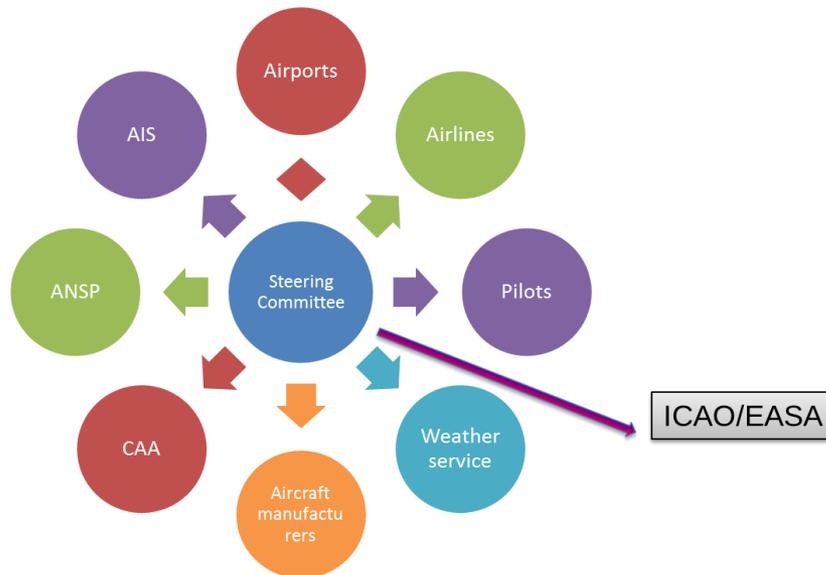


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French steering committee

- **Creation:** October 2017
- **Members:**



- **Terms of reference:**
 - Ensure GRF **dissemination** to all stakeholders
 - Follow ICAO FTF and EASA RMT.0704 work
 - Assess changes to be done in **regulations applicable to non EASA airports**
 - Identify the needs for **guidance materials** and organize their production

French steering committee

➤ What has been done already?

- *Dissemination towards decision-makers and technical experts*
- *National regulation project*
- *Comments on draft european rules*
- *Proposals to EASA on draft rules for **CFMD standards***

➤ Main challenges

- *Stakeholders involvement at an operational level*
- *Applicability date: a distant term leads to a lack of involvement*
- *A globally-harmonized methodology needs a good practical **coordination!***



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National regulation project



Objectives:

- Certified aerodromes : following EASA regulation,
- Harmonization of the rules at EASA and non-EASA airports in France including overseas territories.

How :

- Consistency with EASA regulation :
 - **Requirements on inspections of movement area are including specific GRF provisions**
- A scope of application in line with ICAO SARPS :
 - **Extended applicability to airports with commercial traffic and ATS**

Guidance materials



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2014 STAC guide « runway surface assessment in bad weather conditions »

- Based on the operational use of CFMD
- To be updated to include GRF concept
- A working group created in January 2019 (STAC, DGAC, airport operators)
- Use of ICAO material (circ 329) and EASA guidance material from NPA 2018-14
- Feedbacks and good practices from airports

What about training ?

French CAA will help training providers and airports (syllabus) but won't become a training provider itself!



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Let's experiment in advance



- **What:** test the operational organization for information management
- **Where :** 1 medium EASA airport and 1 national one (*with AFIS*)
- **Actors:** airport operators, ANSP, regional CAA, airlines , AIS
- **How:** an experimental agreement... still to be written
- **Previsional schedule:** from November 2019 to November 2020 ... and hereafter!
 - *Feedback in June 2020, in order to take appropriate corrective actions*

A lot to do before November 2020!

European regulation : waiting for the publication

French regulation : stakeholders consultation then publication

The keys to succeed : secure the operational interfaces / the management of information

- **Volume of information** : interference with other concerns (frequency occupation, non-proliferation of aeronautical information)
- **Non-interruption of the information production and transmission** from airport operators to pilots and vice-versa (risk of by-passing the aerodrome operators)
 - => a cross-domain coordination between stakeholders
 - => a shared comprehension of the objectives
- **Operational tools to update**: AIS, CDM, ...
- **Sharing good practices**
- **Training for all the stakeholders**

Thanks for your attention !

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