



ICAO/ACI Symposium on Implementation of the new Global Reporting Format For Runway Surface Conditions (GRF2019)

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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
- Why do we need GRF
- Impact on African Airports
- Further investigation



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



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
 - Water
 - Mud
 - Sand
 - Rubber



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.
- Outcomes of assessments are directly related to the contaminant type and depth categories.
- All stakeholders contribute to determining whether the runway is safe or otherwise.



Why do we need the New GRF

- 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



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, sand should be researched into.



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



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



Further Investigation

- TALPA page on the FAA website indicates that there is a lack of aircraft performance data associated with mud on runways.
- Further studies is therefore required to ascertain the impact of other contaminants such as mud and sand on the performance of aircraft as this is a major contaminant on the continent.



THE END
THANKS FOR LISTENING
ANY QUESTIONS?

