



**EASA**  
European Aviation Safety Agency

# Implementation of GRF in EU

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**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001

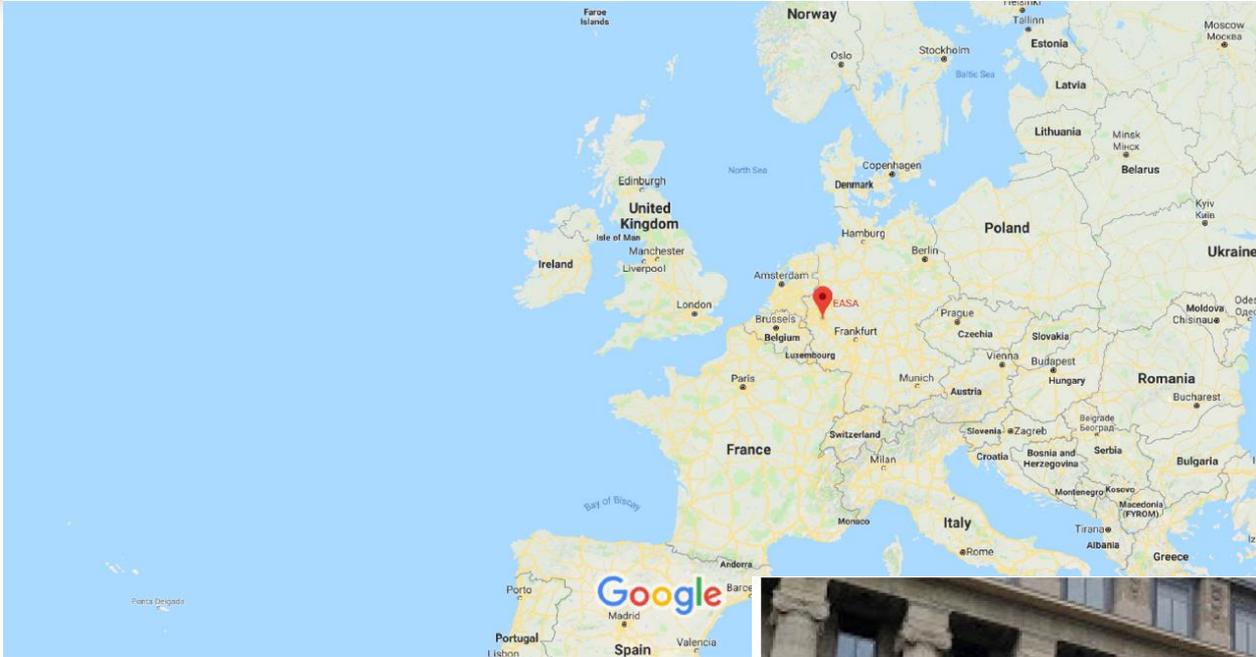


# Agenda

- The Agency
- Implementation of GRF
- Challenges
- Way forward

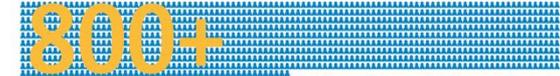


# The Agency



Established  
**2002**

*15 years  
in operation*



aviation experts  
& administrators

Headquarters in  
**Cologne**  
Office in  
**Brussels**



**32** EASA member states  
= 28 + 4  
EU + Switzerland, Norway  
Iceland, Liechtenstein





**Aviation  
Safety**

**Aviation  
Security**

**Drones**

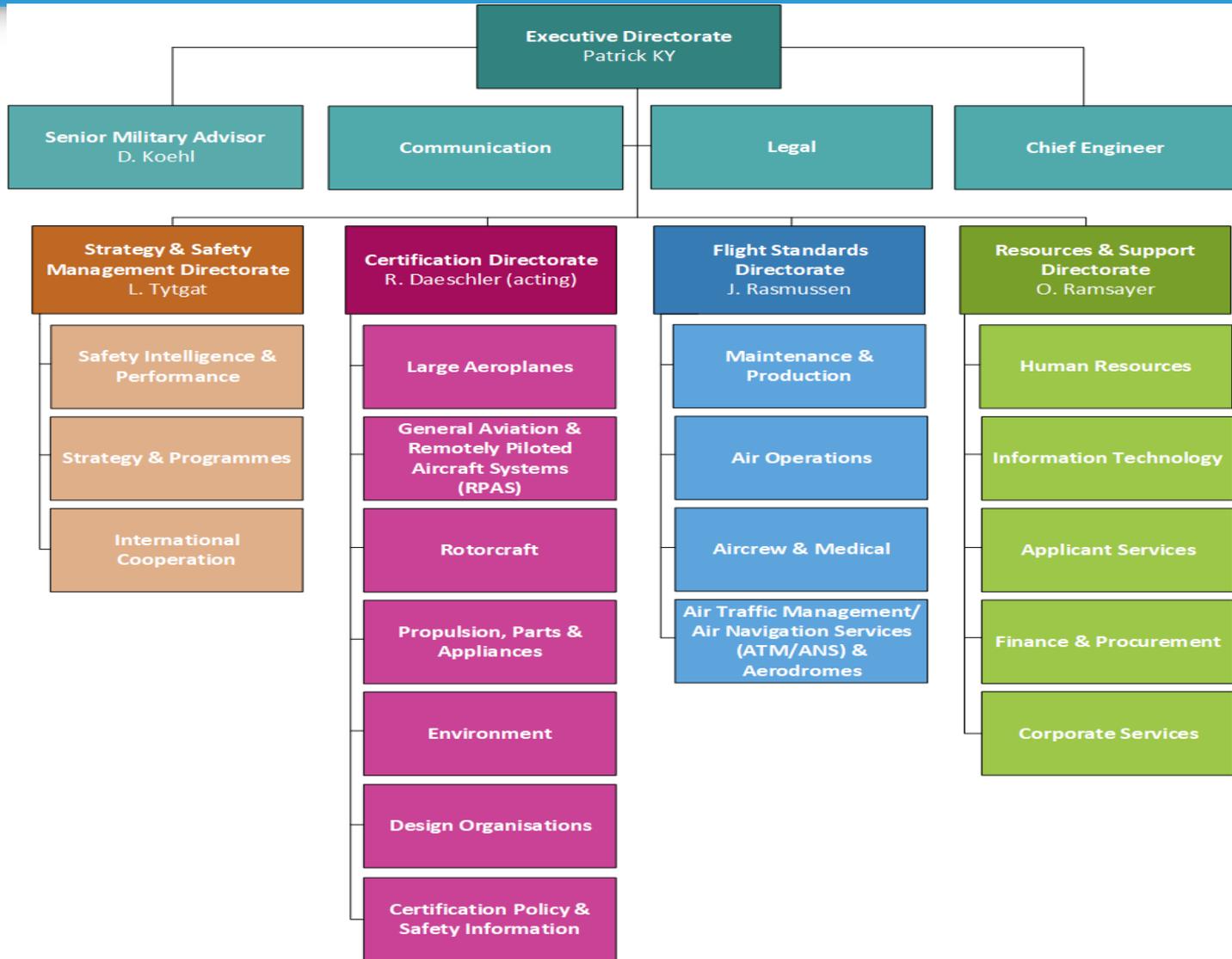


**Digital  
transformation**

**Interoperability**



# The Agency





# EASA Aerodrome rules



IR, AMC  
CS, GM



Authority & Oversight



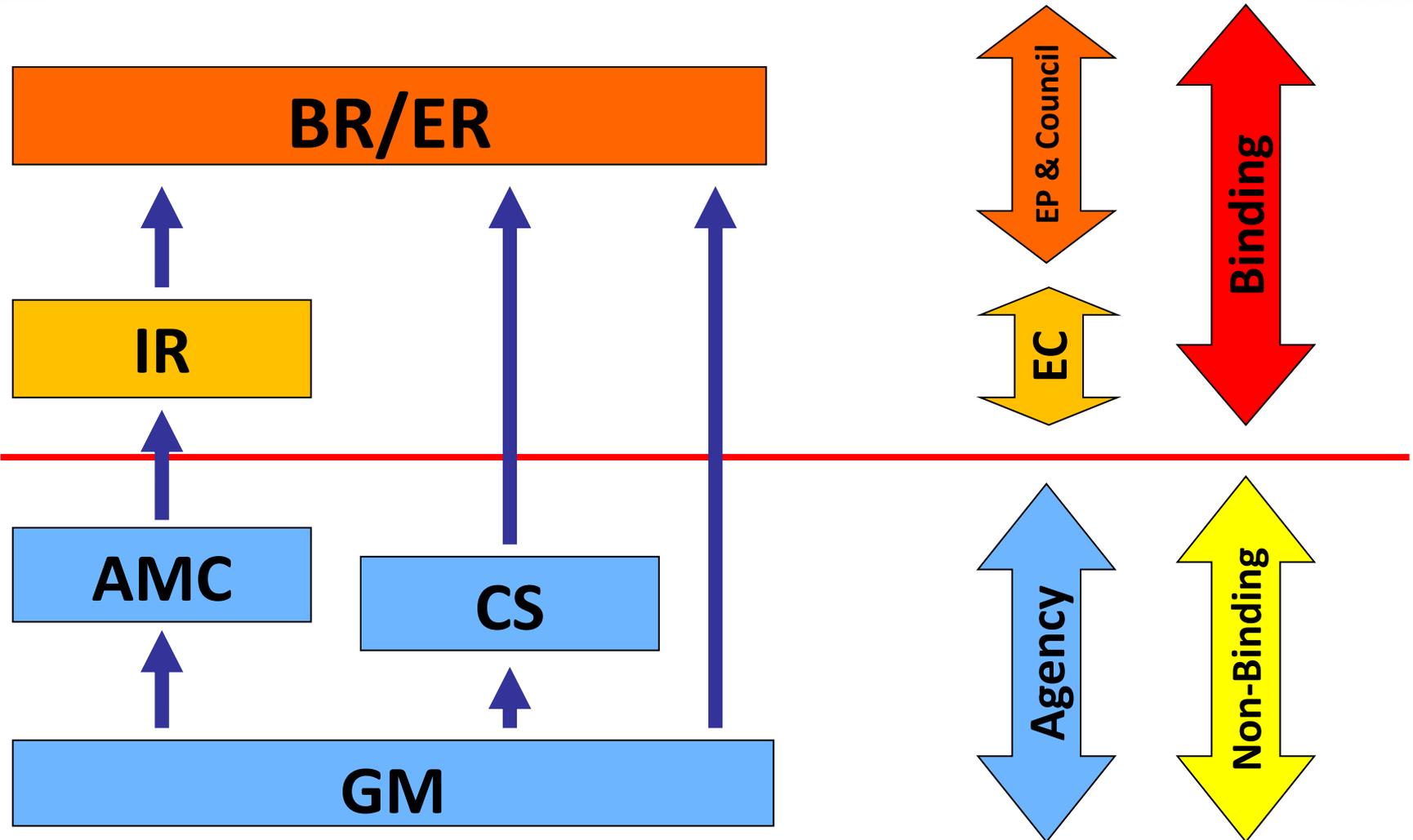
Operator & Operations



Design Specifications



# Hierarchy of the regulatory material





# Implementation of GRF - 1

- Close cooperation with all the affected stakeholders
  - National Aviation Authorities
  - Aerodrome operators
  - ANSPs
  - AIS
  - MET
  - Air Operators
  - Aeroplane manufacturers
- Different work streams but aiming for the same implementation date



# Implementation of GRF - 2

## Rulemaking

### RMT.0296 Review of aeroplane performance requirements for operations

- Develop regulatory material to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the EU operational requirements on aeroplane performance in air operations with the aim of reducing the number of accidents and serious incidents where aeroplane performance is a causal factor; and
- Contribute to the harmonisation of the FAA and EU operational requirements on aeroplane performance in CAT operations.

#### Owner

EASA FS.2

#### Affected stakeholders

Aeroplane operators, manufacturers, Competent authorities

PIA	Proc	3rdC	ToR	NPA	Opinion	Commission IR	Decision
A-	ST	-	09/06/2015	30/09/2016	2018 Q2	2019 Q4	2019 Q4

### RMT.0704 Runway surface condition assessment and reporting

Revision and update of Regulation (EU) No 139/2014 and of the related AMC and GM in order to include the changes in Annex 14 and PANS Aerodromes.

#### Owner

EASA FS.4.3

#### Affected stakeholders

Aerodrome operators, aircraft operators, GA, ANSPs, National Aviation Authorities

PIA	Proc	3rdC	ToR	NPA	Opinion	Commission IR	Decision
A2.5	ST	-	13/09/2017	2018 Q3	2019 Q1	2020 Q2	2020 Q2



# Implementation of GRF - 3

## **RMT.0477** Technical requirements and operational procedures for aeronautical information services and aeronautical information management

Development of the necessary harmonised requirements and AMC/GM for the provision of aeronautical information and data, mainly based on the transposition of ICAO Annex 15 and ICAO Annex 4. The task will also fulfil specific needs stemming from the SES implementation.

### **Owner**

EASA FS.4.2

### **Affected stakeholders**

MS, CAs, ANSPs aerodrome operators and operators

<b>PIA</b>	<b>Proc</b>	<b>3rdC</b>	<b>ToR</b>	<b>NPA</b>	<b>Opinion</b>	<b>Commission IR</b>	<b>Decision</b>
A-	ST	-	11/10/2013	26/04/2016	2017 Q4	2019 Q1	2019 Q1

## **RMT.0703** Runway safety

European Action Plans for the Prevention of Runway Incursions (EAPPRI) and Excursions (EAPPRE) contain several recommendations to Competent Authorities, Aerodrome Operators and EASA in order to mitigate the risks.

In the aerodromes' domain, EASA had included in Regulation (EU) No 139/2014<sup>10</sup> and in the relevant AMC/GM and CS many of these recommendations, however there are some of them that have not been addressed.

### **Owner**

EASA FS.4.3

### **Affected stakeholders**

National Aviation Authorities, aerodrome operators

<b>PIA</b>	<b>Proc</b>	<b>3rdC</b>	<b>ToR</b>	<b>NPA</b>	<b>Opinion</b>	<b>Commission IR</b>	<b>Decision</b>
A1 to 2.5	ST	-	14/09/2017	2018 Q1	2019 Q1	2020 Q1	2020 Q1



# Implementation of GRF - 4





# Implementation of GRF - 5

## ➤ Principles

### ➤ Follow ICAO provisions

➤ To support Global application

### ➤ Keep a balance between rules, acceptable means of compliance and guidance material

➤ Reviewing and analysing every ICAO provision



# Implementation of GRF - 6

## ➤ Outcome

- Opinion 2/2019 (Changes to Reg. 965/2012 – Air Operations)
- Opinion 2/2018 (Changes to Reg. 373/2017 – AIS & MET)
- NPA 2018-14 (Changes to Reg. 139/2014 – Aerodromes & Reg. 923/2012 – SERA)



# Challenges

- Different level of experience and exposure on operations on contaminated runways
- Reluctance to give up methods and practices used for many years
- How to manage the change
- How to ensure accurate assessments, especially at busy runways



- Adoption of Regulations by early 2020
- In the mean time
  - Safety promotion to raise awareness
  - Focus on training
  - Publish a safety information bulletin (SIB) to facilitate air operators which are already using the GRF
  - Support the development of standards for automated systems for runway surface conditions assessments



# EASA

European Aviation Safety Agency

**Thank you very much for your  
attention**

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