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International Federation of Air Traffic Controllers' Associations

www.IFATCA.org



GLOBAL REPORTING FORMAT: The ATC operational perspective

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27 March 2019 | Montreal, Canada

A scenic winter landscape featuring a row of snow-covered evergreen trees in the foreground. The ground is covered in a thick layer of snow. In the background, the sun is setting or rising, creating a vibrant sky with shades of orange, yellow, and pink. The overall atmosphere is peaceful and beautiful.

We all wish winter was always like this...

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But winter may also look like this...

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FRANKFURT	10:24	DELAYED
LOS ANGELES	10:31	DELAYED
MELBOURNE	10:39	DELAYED
HONG KONG	10:40	DELAYED
SÃO PAULO	10:45	DELAYED
ST. PETERSBURG	10:58	DELAYED
PHILADELPHIA	11:09	DELAYED
NEW DELHI		DELAYED
TOKYO		DELAYED
SACRAMENTO		DELAYED

RSC play a critical role for ATC as well!

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We all wish our runways looked like this...

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Why ATC needs GRF?

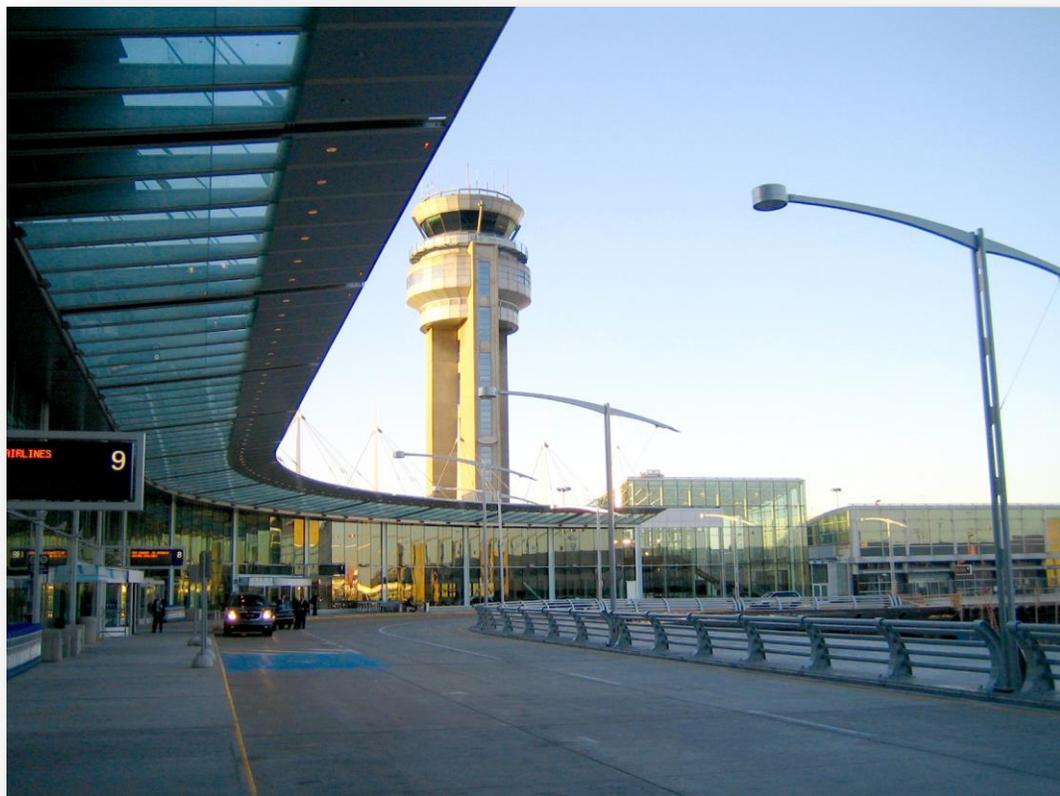
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- Situational awareness
- Anticipation of behaviours
- Planning purposes, trends
- Facilitating the flow of air traffic
- Safety



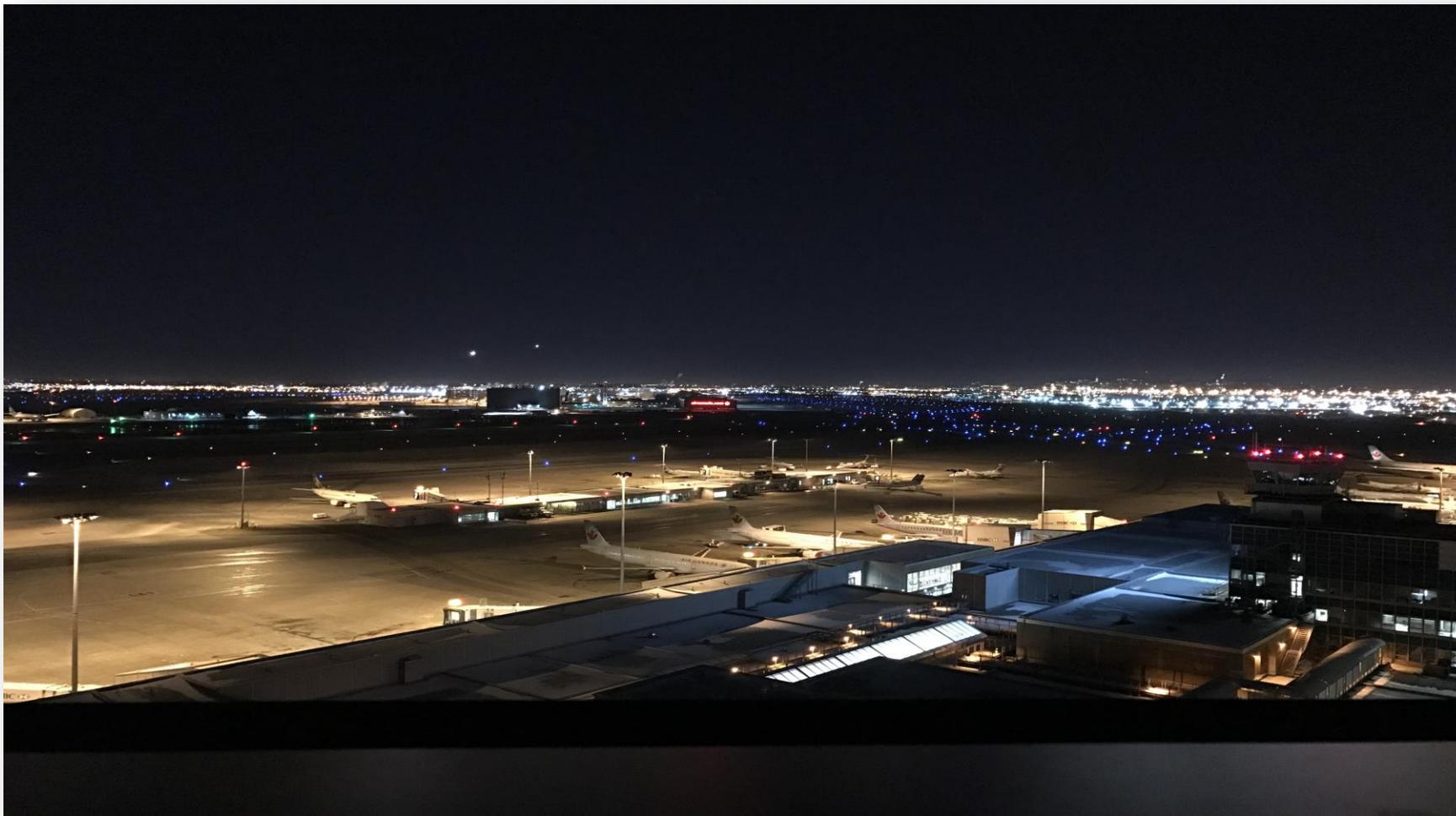
An operational perspective on RSCs

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Montréal-Trudeau Airport

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Information display

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UL 17	ATIS	K	I	A1	ILS 06L	50 60+	4	D1 06L	2019-2-13	1438:31	060/04 *2953*
	WX	1400		A2				D2	1131		
	RSC	1315		VFR				D3	2246		

METEO BRIEFING RVR WADDS SIGMET AIRMET PIREP NOTAM ✈️ RSC

1400 CYUL ME 36006K 2 1/2 -SN FEW008 BKN014 OVC020 M05/M06 *2953*

1428 CYHU SP AUTO 17005K 3 -SN FEW010 BKN040 O> M02/M03 *2952* / 06L

1400 CYMX ME 05006K 340V100 1 1/2 -SN DRSN BKN> M07/M09 *2952* / 06

INFO	1				
CAT 2 STERILISE					

ADAPS	METAR	RSC EN	RSC FR						
RWY	RVR	A	P	E	C	T	LOC	GP	DME
06L	A 50 B 60+	4		4	4	4	<input type="text"/>	<input type="text"/>	<input type="text"/>
06R	A 60+	4		4			<input type="text"/>	<input type="text"/>	<input type="text"/>
10				5			<input type="text"/>	<input type="text"/>	
24R	A 60+			4	4		<input type="text"/>	<input type="text"/>	
24L	A 60+			4			<input type="text"/>	<input type="text"/>	
28				5					

New message received

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UL 17	ATIS	L	I	A1	ILS 06R 60+	4	D1 06R	2019-2-13	1450:56	070/03 *2952*							
	WX	1440	A2				D2	 1131									
	RSC	1315	VFR				D3	 2246									
METEO		BRIEFING		RVR		WADDS		SIGMET		AIRMET		PIREP		NOTAM ✈️		RSC	

Runway Surface Conditions

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000000 NOTAMJ CYUL MONTREAL/PIERRE-ELLIOTT-TRUDEAU INTL
CYUL RSC 06L/24R 160 FT CL 20 PCT BARE AND DRY, 5 PCT COMPACTED SN,
75 PCT DRY SN 0.13 INS. RMK: DRIFTING SNOW. CONDITIONS CHANGING
RAPIDLY. REMAINING WID 100 PCT DRY SN 6 INS. 1902131315
CYUL CRFI 06L/24R -5C .30 1902131312
CYUL RSC 06R/24L 160 FT CL 10 PCT COMPACTED SN, 90 PCT DRY SN TRACE.
RMK: DRIFTING SNOW.. REMAINING WID 100 PCT DRY SN 2 INS. 1902131448
CYUL CRFI 06R/24L -5C .31 1902131432



EN



000000F NOTAMJ CYUL MONTREAL/PIERRE-ELLIOTT-TRUDEAU INTL
CYUL RSC 06L/24R 160 FT CL 20 PCT NUE ET SECHE, 5 PCT SN DURCIE, 75
PCT SN SECHE 0.13 INS. RMK: CHASSE NEIGE BAS. CONDITIONS CHANGENT
RAPIDEMENT. WID RESTANTE 100 PCT SN SECHE 6 INS. 1902131315
CYUL CRFI 06L/24R -5C .30 1902131312
CYUL RSC 06R/24L 160 FT CL 10 PCT SN DURCIE, 90 PCT SN SECHE TRACE.
RMK: CHASSE NEIGE BAS.. WID RESTANTE 100 PCT SN SECHE 2 INS.
1902131448
CYUL CRFI 06R/24L -5C .31 1902131432



FR



RSC added to ATIS

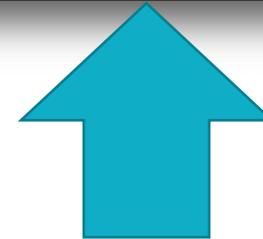
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UL 17	ATIS	M	I																						
	WX	1440	A1	ILS 06R 60+	4	D1 06R	2019-2-13	1450:56	070/03 *2952*																
	RSC	1448	A2			D2		☀ 1131																	
		VFR			D3		☾ 2246																		
METEO										BRIEFING		RVR		WADDS		SIGMET		AIRMET		PIREP		NOTAM ✈		RSC	

PIREP

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UL 17	ATIS	L	I	A1	ILS 06R	60+	4	D1	06R	2019-2-13	1450:56	070/03 *2952*					
	WX	1440	A2					D2		1131							
	RSC	1315	VFR					D3		2246							
METEO		BRIEFING		RVR		WADDS		SIGMET		AIRMET		PIREP		NOTAM		RSC	



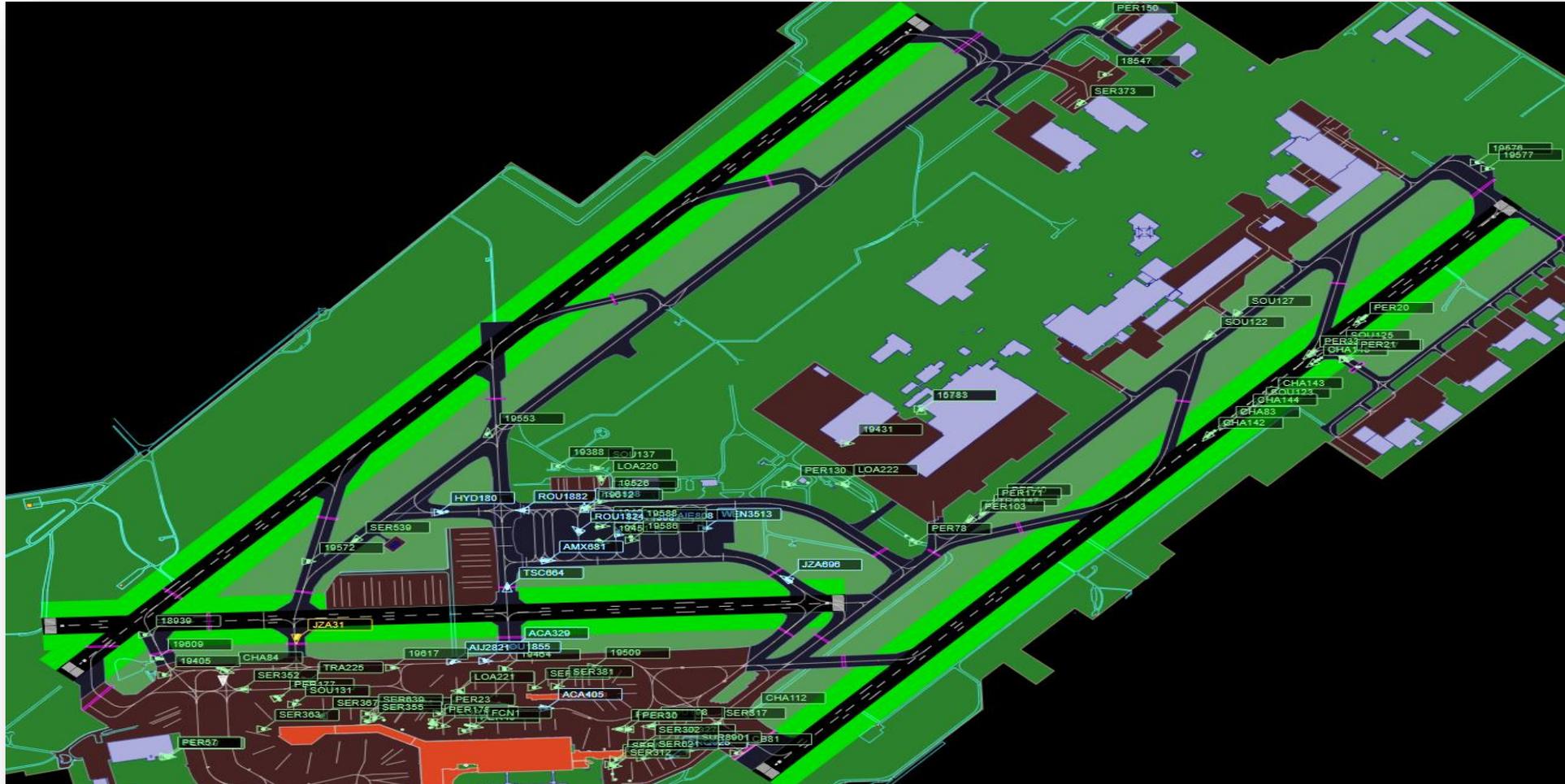
Breaking Action

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BA		3	BA	
06L	A319	1408	GOOD/BON	
06L	CRJ9	1432	GOOD/BON	
06L	CRJ2	1441	FAIR/PASSABLE	

A complex environment

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Harmonization is the key!

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- For towers, but for approach and area as well
- Provide a standardized service to our customers
- Some crews are not necessarily familiar with the local conditions or the terms used
- Very little time to prepare in some cases
- Information needs to be unambiguous and easily decoded and understood

But why?

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- Message has to be 100% clear
- Precise idea of what the runway will look like for the crew
- Controllers (and crews) expect a certain format, in a certain order
- No room for interpretation



What if a non-standard format is used?

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- Ambiguity: difficulties to understand, information missing
- Interpretation: which means possible confusion
- Time: need to search for meaning, distraction, workload
- Same applies for flight crews



Why reports are so important for ATC

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- To anticipate and manage the flow of air traffic
- To help minimize delays
- To manage staffing, sectors openings, etc.
- Identify which airports remain valid alternates
- Assist crews in their decision making process

Promulgation

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- Inadequate promulgation of reports can have a huge impact on ATC
- Automated system/software for data entry, automatic error detection, ease of use, rapidity of transmission



Coordination

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- Transparent processing of reports
- Sent immediately after completion
- No manual intervention required
- Timing is crucial
- Get the right information to the right users



And what about training?

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- Reports: by whom, how are they transmitted
- New GRF reports: format, sequence
- Changes in the terms used
- Decode and transmit in a standardized manner
- Resources available for further information



A few examples...

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- CASE 1: Iqaluit, unknown term used in a report (top arrow)
- CASE 2: Puvirnituk, inconsistent friction coefficient (bottom arrow)



A few examples...

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- CASE 1: Iqaluit, unknown term used in a report (top arrow)
- CASE 2: Puvirnitug, inconsistent friction coefficient (bottom arrow)



Summary

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- Many factors, many stakeholders
- Accurate, timely, standardized is the key
- Controller and pilots expect a certain format, in a certain order
- Global implementation is essential!



What matters is... what's important!

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