



**GREPECAS Programmes and Projects Committee (PPRC) Third Virtual Meeting
 (ePPRC/03)
 Online, 22 – 23 July 2021**

**Agenda Item 2: Follow-up on GREPECAS Programmes and Projects
 2.2 Air Navigation Services (ANS) Implementation in the CAR/SAM
 Regions**

**DEVELOPMENTS AND CHALLENGES IN THE IMPLEMENTATION OF THE GLOBAL
 REPORTING FORMAT FOR RUNWAY SURFACE CONDITION (GRF) IN THE CAR AND
 SAM REGIONS**

(Presented by Secretariat)

EXECUTIVE SUMMARY	
<p>Taking advantage of the coordination between GREPECAS and RASGPA in areas that affect both operational safety and the capacity and efficiency of air navigation, this working paper presents the progress of the implementation of the Global Reporting Format (GRF) in the CAR and SAM regions, which has as a deadline for implementation established by the ICAO Council for this coming 4 November 2021.</p>	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • ICAO State letter 20/73 • Amendment 13 to ICAO Annex 14 Vol. I • Document 9981 PANS Aerodromes • Circular 355

1. Introduction

1.1 Safety issues are addressed at the regional level mainly by RASGPA, however, GREPECAS has a role to play in ensuring that air navigation facilities and services have the necessary conditions to carry out a safe operation, in accordance with ICAO SARPs. The provision of services by air navigation service providers and aerodrome operators are essential for efficient and safe operation.

1.2 ICAO's new methodology for assessing and reporting runway surface conditions, commonly known as Global Reporting Format (GRF), enables harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of takeoff and landing performance.

1.3 Under letter to States 20/73, the ICAO Secretariat reported the adoption by the Council of the change of the implementation dates of SARPS and PANS relating to the enhanced global reporting format for assessing and reporting runway conditions (GRF) as a result of the COVID-19 pandemic to November 4, 2021.

1.4 Both ICAO Regional Offices have initiated efforts to urge States to have a Global Reporting Format (GRF) Implementation Plan.

1.5 However, the progress and commitment of States to this implementation has been different.

2. Analysis

2.1 In the case of the CAR region, as of June, the following States had sent their implementation plan to the NACC Regional Office: Canada, United States, Cuba, Nicaragua, El Salvador and Costa Rica.

2.2 In the case of the SAM region, as of 12 June, out of 13 SAM States had designated focal points and reported an average implementation progress of 37.4%. However, several States have reported that they are unlikely to reach the planned implementation date. More information can be found on the SAM Regional Office's GRF page at <https://www.icao.int/SAM/SAFETY/GRF/Pages/default.aspx>

2.3 In addition, it has been identified in some States that air navigation service providers are not properly informed and involved in implementation efforts, which creates a risk to GRF implementation.

2.4 To mitigate this gap, ICAO has prepared guidance materials and training courses for ANSPs, Air Operators and Crews, available at <https://www.icao.int/safety/Pages/GRF.aspx>

3. Suggested Actions

3.1 In order to encourage the harmonized implementation of the GRF in the Member States, the Meeting is invited to:

- a. Coordinate with RASGPA so that both forums can urge states to make efforts to ensure the implementation of the GRF as soon as possible.
- b. Urge states that have not yet done so to send their implementation plan to the respective regional offices as soon as possible, no later than 30 July 2021 and;
- c. Urge those States that are in the process of implementation to put their endeavors to achieve implementation as soon as possible.