



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/AGA/TF/1 — WP/05  
27/06/23

**First North American, Central American and Caribbean Working Group (NACC/WG) Aerodromes and Ground Aids (AGA) Implementation Task Force Meeting (NACC/WG/AGA/TF/1)**  
Mexico City, Mexico, 3 to 7 July 2023

**Agenda Item 4: Global Reporting Format (GRF) Implementation — Reporting and Publishing of the New Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) Method**

**GLOBAL REPORTING FORMAT (GRF) IMPLEMENTATION IN THE CAR REGION**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

To alleviate the burden on Member States during, and in the aftermath of, the COVID-19 pandemic, the Council, at meeting 220-8, adopted amendments on the postponement of the applicability date, from 5 November 2020 to 4 November 2021, for provisions related to an enhanced global reporting format for assessing and reporting runway surface conditions (GRF) as contained in many Annexes, including ICAO Annexes 3, 6, 8, 14, 15, and Doc 4444, 9981, 10066.

Although the date has been postponed, in the CAR Region there are several States that have not started or completed the implementation of the GRF in their international aerodromes. This working paper shows the progress of the States on GRF implementation and requests those States that haven't implement to take action in order to do so.

<b>Action:</b>	See section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Strategic Objective 1 – Safety</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• AN 10/1.1</li><li>• AN 11/1.3.33</li><li>• AN 11/6.3.32</li><li>• AN 3/5.13</li><li>• AN 4/1.2.29</li><li>• AN 2/2.7</li><li>• AN 13/2.1</li><li>• AN 4/27</li><li>• AN 2/33-20/73</li><li>• <a href="https://www.icao.int/SAM/SAFETY/GRF/Pages/default.aspx">https://www.icao.int/SAM/SAFETY/GRF/Pages/default.aspx</a></li><li>• <a href="https://www.icao.int/safety/Pages/GRF.aspx">https://www.icao.int/safety/Pages/GRF.aspx</a></li></ul>

## 1. Introduction

1.1. The ICAO methodology for assessing and reporting runway surface conditions, commonly known as the Global Reporting Format (GRF), allows for the harmonised assessment and reporting of runway surface conditions and an enhanced flight crew assessment of take-off and landing performance.

1.2. Globally, movement areas are exposed to multiple weather conditions and therefore the conditions to be reported are quite different. A basic structure that applies to all these weather variations is described in the Runway Condition Report (RCR). The assessment of runway surface condition is based on a wide variety of techniques and no single solution can be applied to all situations.

1.3. The implementation date originally envisaged by the ICAO Council was 5 November 2020. However, in State letter N° AN 2/33-20/73, the ICAO Council, in order to ease the burden on States during the COVID-19 pandemic and the period, thereafter, adopted amendments at its 220-8th session to postpone from 5 November 2020 to 4 November 2021 the date of implementation of the provisions on the enhanced GRF for assessing and reporting runway condition.

## 2. Discussion

2.1 In order to support States on the implementation of this new provision, all ICAO Regional offices agreed on a proposed methodology to monitor the status of implementation in States, based on the follow up thru teleconferences of 15 GRF milestones, including topics such as regulation, training, guidance materials and implementation at international aerodromes.

2.2 Details on the milestone approach can be found at this address: <https://www.icao.int/SAM/SAFETY/GRF/Documents/SAM%20GRF%20ImplementationActionPlanTemplateRev3.pdf>

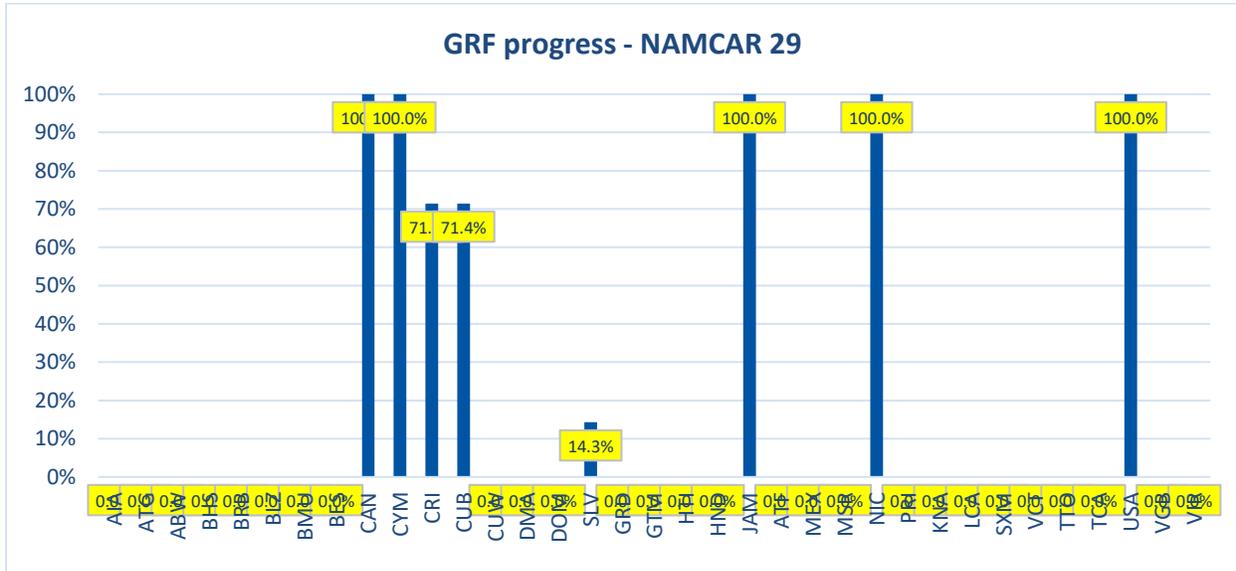
2.3 In addition, the Secretariat organized several activities to raise awareness and support implementation of GRF:

- Several ICAO resources and training: <https://www.icao.int/safety/Pages/GRF.aspx>
- [ICAO webinar on GRF \(CAR and SAM Regions\) - 2020](#)
- [ICAO - CANSO Webinar on GRF aimed at ANSP's \(CAR and SAM Regions\) - 2021](#)

2.4 Although the date has been postponed, in the CAR Region there are several States that have not started or completed the implementation of the GRF in their international aerodromes.

## 3. Regional Status

3.1 For 2023, based on the GRF milestones, the following levels of implementation are observed in the NAM and CAR Region:



3.2 Therefore, an average of 19% implementation level is observed for the NAM and CAR Region. If we consider only the CAR region, the value is 14%. In this way, it is proposed the development of a project to support the CAR Region in the GRF implementation process.

3.3 It is important to emphasize that the report of the runway conditions is foreseen in the Protocols Question of the Universal Safety Oversight Audit Programme (USOAP), as shown in the table below.

No.	Protocol Question	PPQ	Guidance for Review of Evidence
8.142	Has the State promulgated regulations relating to monitoring and reporting of information on the condition of the movement area and related facilities?	Yes	Verify regulations, including the assessment and reporting of the runway surface condition through a runway condition code (RWYCC).
8.143	Does the State ensure that aerodrome operators inspect the movement areas at the appropriate frequency, and monitor and report the condition of the movement areas and operational status of related facilities?	Yes	1) Evaluate mechanism to ensure effective implementation. 2) Review evidence to confirm.
8.144	Does the State ensure that personnel assessing and reporting runway surface conditions are trained and competent to perform their duties?		Review established requirements and implementation of training on the concept of the Runway Condition Report (RCR) and the use of runway condition code (RWYCC).
8.145	Does the State ensure that aerodrome operators establish and implement procedures to assess and report runway surface condition through a runway condition code (RWYCC) and a description using the appropriate terms?		1) Evaluate mechanism to ensure establishment and effective implementation of aerodrome operator’s related procedures. 2) Review evidence to confirm.
8.147	Does the State ensure that aerodrome operators have a process for determining and providing relevant information that a runway, or part of, may be slippery wet, and when the friction level of a paved runway or portion thereof is less than the minimum friction level specified by the State?		1) Review method used by aerodrome operators. 2) Review evidence to confirm effective implementation.



**5. Suggested Action**

5.1 The Meeting is invited to:

- a) Take note of the information presented in this WP;
- b) review and, if appropriate, approve the draft conclusion presented in 3.6;
- c) request to States that haven't implemented GRF to start and report to Secretariat;  
and
- d) other actions that the meeting considers necessary.