



ICAO

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

WORKING PAPER

AIM/TF/6 — WP/11
17/08/23

**Sixth North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting
(AIM/TF/6)**

Mexico City, Mexico, and on-line, 21 – 24 August 2023

Agenda Item 9: Other Business

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 implemented it to take action in order to do so.

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

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; 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, 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 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 It is important to point out that information concerning snow, slush, ice, frost, standing water, or water associated with snow, slush, ice, or frost on the movement area at the international airport shall be disseminated by means of a SNOWTAM¹. Specifications for the issue of SNOWTAM are contained in Annex 15, Chapter 6 and PANS-AIM (Doc 10066), Appendix 4.

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

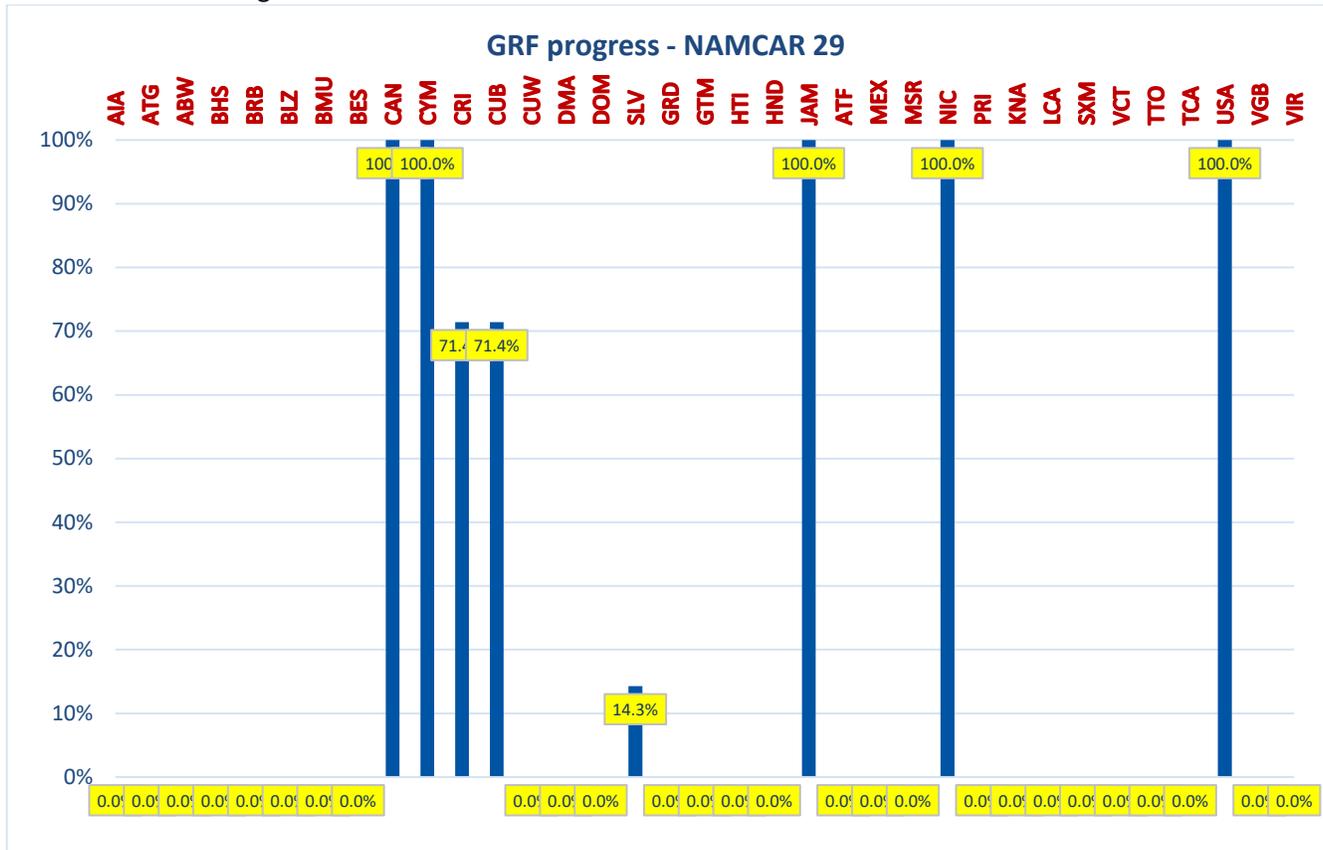
- Several ICAO resources and training: <https://www.icao.int/safety/Pages/GRF.aspx>
- [ICAO webinar on GRF \(CAR and SAM Regions\) - 2020](#)
- [ICAO - CANSO Webinar on GRF aimed at ANSP's \(CAR and SAM Regions\) - 2021](#)

¹ A special series NOTAM (SNOWTAM) given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.

2.5 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%.

3.3 So, according to the low level of implementation of the GRF in the CAR Region and the need for promotion and support to States and airports to support the implementation process, the AGA Task Force of NACC/WG approved at the last meeting (in July 2023) the GRF project, with training activities, follow-up, development of support material and technical support for GRF implementation.

3.4 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. For the CAR region, the percentage of States and Territories that do not comply with these PQs is observed.

4. Table of PQs Status

No.	Protocol Question	PPQ	Guidance for Review of Evidence	% No sat
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).	New PQs
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 mechanisms to ensure effective implementation. 2) Review evidence to confirm.	45%
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).	New PQs
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 mechanisms to ensure establishment and effective implementation of aerodrome operator’s related procedures. 2) Review evidence to confirm.	64%
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.	86%
8.148	Has the State established guidance for assessment and reporting of runway surface condition?		Review available guidance on the use of the Global Reporting Format (GRF) and runway condition code (RWYCC).	New PQs
8.149	Has the State established procedures for the issuance of NOTAMs in relation to contaminants on a runway?		1) Review documentation verifying that procedures have been established to include an assessment of the surface condition of the aerodrome movement areas and its description, using appropriate terminology. 2) Review examples.	58%

5. Suggested action

5.1 The Meeting is invited to:

- a) take note of the information presented in this paper;
- b) request to States that haven’t implemented GRF to start and report to Secretariat; and
- c) other actions that the meeting considers necessary.