



ICAO REGIONAL SEMINAR ON IMPLEMENTATION OF THE NEW GLOBAL REPORTING FORMAT FOR RUNWAY SURFACE CONDITION (ACCRA, GHANA)

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Runway Surface Condition Reporting: Airport Operator's Perspective

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Outline

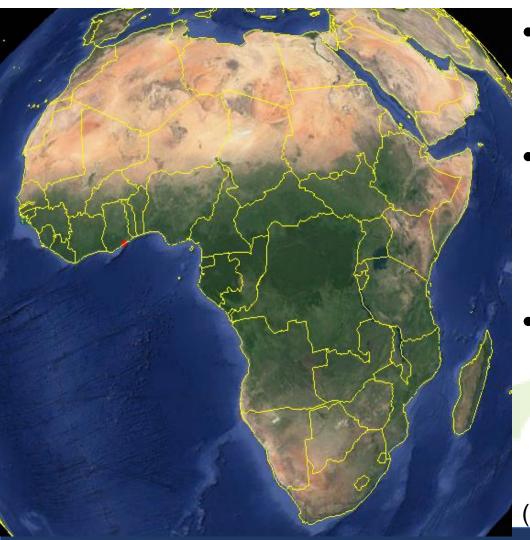
- Overview of African Airports
- Surveyed African Airports
- Survey Outcome
- Global Reporting Format
- Benefits of implementing the GRF
- Impact on African Airports
- Why do we need GRF







Overview of African Airports



- Africa has about 160 international airports (Wikipedia)
- Africa had a 1.4% increase in aircraft movement in 2018 with about 3million movements (ref: ACI WATR 2018)
- About 20 runway excursion incidents were recorded in Africa between 2008 and 2018. (ref: avherald.com)



Surveyed African Airports

- Ghana
- Nigeria
- Senegal
- Liberia
- Kenya
- Gambia
- South Africa
- Tunisia
- Morocco







Survey Outcome

- Survey revealed:
 - Aircraft movements range between 12 to 600 per day
 - Most airports have single runway operations with a few using two runways.
 - 60% of Airports that responded to the survey have grooved runways that support water drainage and improves frictional characteristics of the runways.





Survey Outcome

All airports surveyed

- have a runway inspection plan
- have a runway maintenance programme
- record and report runway surface conditions



About 20% of respondents have not established

- Friction Testing Programme
- Rubber Removal Programmes





Survey Outcome

Main contaminants identified are

- Rubber deposits

- Ponding of water







Global Reporting Format

The objective of the GRF is to:

- ✓ Harmonize assessment and reporting of runway surface conditions (using a Runway Condition Code, RWYCC);
- ✓ Factor the flight crew assessment of take-off and landing performance when determining the serviceability or otherwise of the runway





Benefit of implementing the GRF

 The GRF will provide objective judgments of runway surface conditions based on a universally accepted format.

- Assessments are interrelated by referring to contaminant type and depth categories.
- All stakeholders contribute to determining whether the runway is safe or otherwise.





Impact on African Airports

Most African airports are not aware of the GRF implementation

- Scope of the RCAM is focused on Snow
 - African airports do not associate much with the content of the matrix.
 - ➤ Other contaminants such as mud are not considered





Impact on African Airports



- Change in Inspection/Reporting Format
 - > Change Management issues to be addressed
 - >Awareness Creation amongst airport operators
 - >Training of operational personnel
 - ➤ Pilot implementation of the GRF

DATE RECORDED		
RWAY LOCATION	CONDITION (DAMP/WET/STADI NG WATER)	METHOD OF CHECKING USED (COIN / VISUAL INSPECTION)
21- ZULU RET	Dome	VISUAL INSPECTION
ZULU RET – YANKEE RET	Dome	Visual Inspection
YANKEE RET TO END OF R21	Dome	VISURE INSPECTION



Impact on African Airports



- Communication Challenges
 - Establishing Feedback mechanisms between Pilots, ATC and Airport Operator in determining the appropriate RWYCC

 Collaboration between regulatory bodies and the airport operators in the implementation of the GRF.

 Development of guidance materials in support of the implementation of the GRF







Why do we need the New GRF

 All the airports surveyed do not apply a Runway Condition Code in reporting surface condition

- Runway Assessments are based solely on personnel interpretation and no standard charts for reference.
- Communication of runway surface condition using existing formats is difficult to interpret for both ATC and Pilots







THE END THANKS FOR LISTENING ANY QUESTIONS?