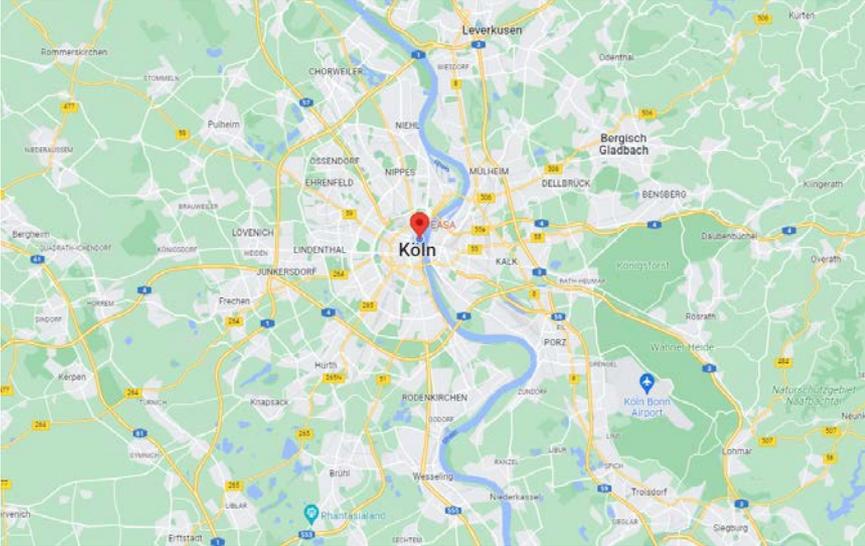


# GRF Implementation in EU

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EASA – Senior Expert, Aerodromes

**Your safety is our mission.**

# Who we are



# Who we are

Established  
**2002**

**18 years+**  
*in operation*

**300+**

aviation experts  
& administrators

Headquarters in  
**Cologne**  
Office in  
**Brussels**

**31** EASA member states  
= 27 + 4

EU + Switzerland, Norway  
Iceland, Liechtenstein



# Who we are



Aerodromes



Air Operations



Air Traffic  
Management



Aircraft & products



Aircrew & Medical



Civil drones  
(Unmanned aircraft)



Cybersecurity



General Aviation



Environment



International  
cooperation



Safety Management  
& Promotion



Research &  
Innovation



Rotorcraft & VTOL

# Our approach

- Rulemaking
- Communication
- Training
- Implementation support

# Rulemaking

- Multidisciplinary approach
- Four (4) different rulemaking tasks addressing the following:
  - Air Operations
  - Aerodromes
  - ATM/ANS, AIS and Rules of the air

# Rulemaking

## Rulemaking

### RMT.0296 Review of aeroplane performance requirements for operations

- Develop regulatory material to provide improved clarity, technical accuracy, flexibility or a combination of these benefits for the EU operational requirements on aeroplane performance in air operations with the aim of reducing the number of accidents and serious incidents where aeroplane performance is a causal factor; and
- Contribute to the harmonisation of the FAA and EU operational requirements on aeroplane performance in CAT operations.

#### Owner

EASA FS.2

#### Affected stakeholders

Aeroplane operators, manufacturers, Competent authorities

PIA	Proc	3rdC	ToR	NPA	Opinion	Commission IR	Decision
A-	ST	-	09/06/2015	30/09/2016	2018 Q2	2019 Q4	2019 Q4

### RMT.0704 Runway surface condition assessment and reporting

Revision and update of Regulation (EU) No 139/2014 and of the related AMC and GM in order to include the changes in Annex 14 and PANS Aerodromes.

#### Owner

EASA FS.4.3

#### Affected stakeholders

Aerodrome operators, aircraft operators, GA, ANSPs, National Aviation Authorities

PIA	Proc	3rdC	ToR	NPA	Opinion	Commission IR	Decision
A2.5	ST	-	13/09/2017	2018 Q3	2019 Q1	2020 Q2	2020 Q2

# Rulemaking

## RMT.0477 **Technical requirements and operational procedures for aeronautical information services and aeronautical information management**

Development of the necessary harmonised requirements and AMC/GM for the provision of aeronautical information and data, mainly based on the transposition of ICAO Annex 15 and ICAO Annex 4. The task will also fulfil specific needs stemming from the SES implementation.

### Owner

EASA FS.4.2

### Affected stakeholders

MS, CAs, ANSPs aerodrome operators and operators

PIA	Proc	3rdC	ToR	NPA	Opinion	Commission IR	Decision
A-	ST	-	11/10/2013	26/04/2016	2017 Q4	2019 Q1	2019 Q1

## RMT.0703 **Runway safety**

European Action Plans for the Prevention of Runway Incursions (EAPPRI) and Excursions (EAPPRE) contain several recommendations to Competent Authorities, Aerodrome Operators and EASA in order to mitigate the risks.

In the aerodromes' domain, EASA had included in Regulation (EU) No 139/2014<sup>10</sup> and in the relevant AMC/GM and CS many of these recommendations, however there are some of them that have not been addressed.

### Owner

EASA FS.4.3

### Affected stakeholders

National Aviation Authorities, aerodrome operators

PIA	Proc	3rdC	ToR	NPA	Opinion	Commission IR	Decision
A1 to 2.5	ST	-	14/09/2017	2018 Q1	2019 Q1	2020 Q1	2020 Q1

# Rulemaking



# Rulemaking

## → Highlights

- Publication of friction measurements is not allowed
  - Friction measurements are not correlated with aeroplane performance data
  - Performance standards for friction measurement devices do not exist
- Friction measurements can be used in a comparative way for upgrade or downgrade of the runway condition code but always in combination with other observations

# Rulemaking

## → Highlights

- Addition of two (2) new terms for describing runway surface condition
  - ~~→ Specially prepared winter runway~~
    - ~~→ Runway covered with compacted snow or ice, which has received special treatment and has improved friction characteristics (RWYCC greater than 3)~~
  - Slippery wet
    - Associated with RWYCC 3 when the runway is wet and below the minimum friction level
- ~~→ Changes to the SNOWTAM Format~~
  - ~~→ To include the two terms above~~
  - ~~→ To simplify the situational awareness section in order to avoid long NOTAM strings~~

# Rulemaking

## → Highlights

- Changes to the METAR Format
  - Removal of runway surface conditions
- Introduction of the Landing Distance Assessment at the Time of Arrival
- Obligation of the PIC to report back when braking action encountered is not as good as reported
- Obligation of the ATS to report to the aerodrome operator when a pilot indicates that the braking action is not as good as reported.

# Communication

- Regular briefings to States and industry
- Participation in ICAO Events
  - Europe
  - South-East Asia
  - Russia
- EASA webinars

# Training

- EASA is not a training provider
- Industry had access to third parties training
  - ACI
  - CANSO
  - IATA
- Online, classroom and practical training

# Challenges

- Different level of experience and exposure on operations on contaminated runways
- Management of change
- How to ensure accurate assessments, especially at busy runways

# Understanding the use of SNOWTAM

**SNOWTAM.**<sup>†</sup> A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format.

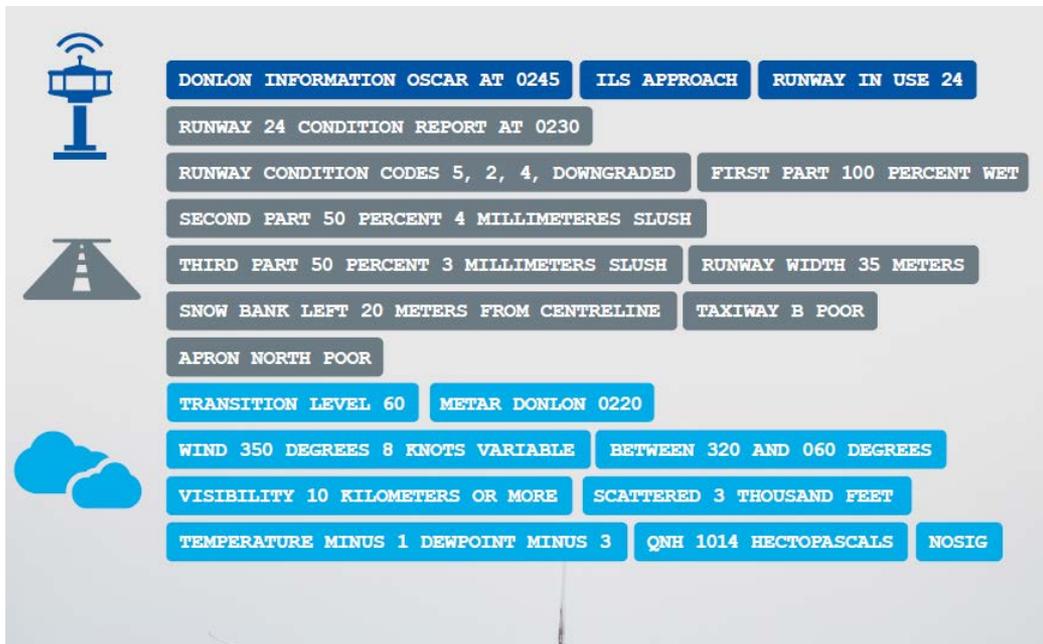
**SNOWTAM.**<sup>††</sup> A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.

- Misinterpretation of the need to issue SNOWTAM
  - Excessive number of SNOWTAM related to wet conditions only

# ATIS

- ICAO Annex 11 foresees that
  - ATIS message shall include significant runway surface conditions and, if appropriate, **braking action**
  - 'Braking action' information contradicts GRF concept
- Standardized ATIS transmission
  - Only ICAO guidance is available

# ATIS



The image shows a graphic representation of an ATIS message. On the left side, there are three icons: a radio tower, a runway, and a cloud. The message text is displayed in a series of blue and grey boxes, arranged in a staggered, descending layout from top-left to bottom-right. The text includes station information, runway status, weather conditions, and other operational details.

DONLON INFORMATION OSCAR AT 0245 ILS APPROACH RUNWAY IN USE 24  
RUNWAY 24 CONDITION REPORT AT 0230  
RUNWAY CONDITION CODES 5, 2, 4, DOWNGRADED FIRST PART 100 PERCENT WET  
SECOND PART 50 PERCENT 4 MILLIMETERES SLUSH  
THIRD PART 50 PERCENT 3 MILLIMETERES SLUSH RUNWAY WIDTH 35 METERS  
SNOW BANK LEFT 20 METERS FROM CENTRELINE TAXIWAY B POOR  
APRON NORTH POOR  
TRANSITION LEVEL 60 METAR DONLON 0220  
WIND 350 DEGREES 8 KNOTS VARIABLE BETWEEN 320 AND 060 DEGREES  
VISIBILITY 10 KILOMETERS OR MORE SCATTERED 3 THOUSAND FEET  
TEMPERATURE MINUS 1 DEWPOINT MINUS 3 QNH 1014 HECTOPASCALS NOSIG

- Capacity of ATIS – limited number of characters
  - Work in progress
- How to deal with multiple runways
  - Different ATIS for arriving and departing runways
- Order of information
  - First part always corresponds to the landing runway despite the fact that the aerodrome reports always from the lower designator

# Frequency of runway inspections

- Number of runway inspections may increase significantly
- At busy aerodromes can be very challenging
- Industry is looking for automated systems
- Technical standards are available very recently
- Validation of systems on-going

# Questions

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[easa.europa.eu/connect](https://easa.europa.eu/connect)



**Your safety is our mission.**

An Agency of the European Union 

# Resources

- [EASA Webinar](#)
- [Aerodromes Regulation](#)
- [Air Operations Regulation](#)