



GRF for Runway Surface Conditions

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SCOPE



Identified Implementation Issues.

Challenges.

ATIS.

Identified Implementation Issues

- **Accurate and up-to-date and information.**
- **Pilot reports.**
- **ATIS standardisation.**

Challenges

- **ATIS not available.**
- **Difficult to benefit from GRF.**
- **Important means of reducing ATC workload.**



ATIS

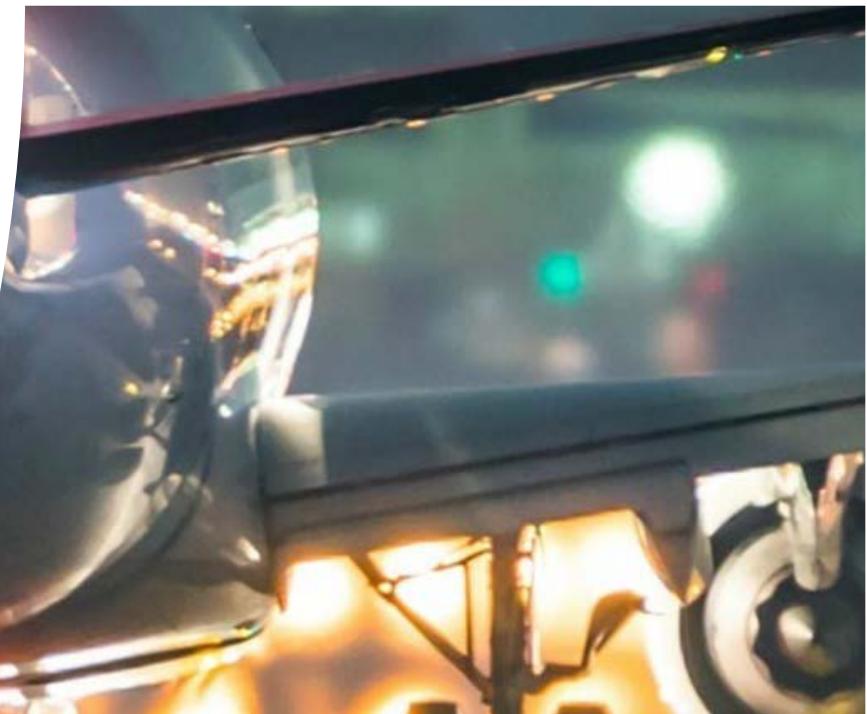


- **Content and Structure.**
- **Timelines.**
- **ATIS Language.**
- **Example.**

Content and Structure

ATIS message should:

- Refer to runway in use.
- Refer to 1st, 2nd and 3rd parts of the runway.
- Include performance content and situation awareness.
- Announce RWYCC for the full runway followed by contaminated coverage and descriptor per third.
- Announce contaminated coverage, depth and descriptor.





Timelines

- Updated when a significant change occurs.
- Pending a new ATIS, changes could be broadcast by ATC.
- Implement separate arrival or departure ATIS.



ATIS Language

- Express RCC content.
- Include the word “at” before any reference to time.
- Include the phrase “runway condition report”.
- Use full words and terms such as “millimeter” or “percentage”.
- Terms “coverage”, “depth” and “contaminant” need not be expressed.

Example

BLAISE DIAGNE INTERNATIONAL INFORMATION OSCAR AT 1530

ILS ARROACH

RUNWAY IN USE 01

RUNWAY CONDITION REPORT AT 1515

RUNWAY CONDITION CODES 5, 3, 3

FIRST PART 100 PERCENT WET

SECOND PART 50 PERCENT WET 3 MILLIMETERS STANDING WATER

THIRD PART 50 PERCENT WET 3 MILLIMETER STANDING WATER

TAXIWAY C4 POOR

TRANSITION LEVEL 45 METAR 1500

WIND 350 DEGREES 10 KNOTS VARIABLE

VISIBILITY 5000 METER IN RAIN SHOWERS OVERCAST 800 FEET CB

TEMPERATURE 24 DEWPOINT 14 QNH 1015 HECTOPASCALS NOSIG

CONFIRM RECEIPT OF INFORMATION OSCAR