

GRF IMPLEMENTATION MILESTONE

Presented by

Federal Airports Authority of Nigeria

Mallam Aminu Kano International Airport's

Experience

April, 2022

Introduction

- ▣ The Concept of Global Reporting Format(GRF) involves standardization and harmonization of Runway surface condition assessment and reporting. It became applicable on the 4th of November, 2021 and has brought about great changes in pavement management activities of the Airport

Introduction cont.

- ▣ Implementation was based on the GRF Template provided for the Airports by the NCAA
- ▣ *The 11 steps implementation template covers*
- ▣ Designation of a focal person
- ▣ Identification of departments and personnel
- ▣ Establishment of a local implementation team with terms of reference
- ▣ Identification of resources (Human & Material)
- ▣ Development of Operating Procedures
- ▣ Training
- ▣ Test prior to the effective date of implementation

IMPLEMENTATION MILESTONES: IMPACT OF CHANGE ON:

- ❖ Procedures
- ❖ Equipment
- ❖ Personnel
- ❖ Risk assessment
- ❖ Challenges
- ❖ Recommendations

Procedures

- ▣ GRF implementation procedures in Mallam Aminu Kano and other International Airports in Nigeria are in compliance with the ICAO Annex 14 and NCAA advisory Circular NCAA-AC-ARD0032.
- ▣ Procedures are Documented in the MAKIA Airside Operations Manual(AOM 5.3)
- ▣ Aerodrome Operating Procedures (AOP 10, Section 3 and AOP 25)

Procedure cont.

- ▣ Documents are part of aerodrome Operation manuals submitted to the NCAA
- ▣ Documents have been accepted
- ▣ Documents verified
- ▣ Awaiting formal approval by the NCAA

GRF Equipment and working tools

- ▣ For effective assessment and reporting of the Runway surface condition, the following equipment and working tools have been provided and are available at the airport :
- ▣ Dedicated operational vehicle
- ▣ Millimeter (mm) ruler
- ▣ Runway Condition Report (RCR) work sheet (Booklets)
- ▣ Radio communication equipment (2 way radio), hand held, vehicle fitted and base radios
- ▣ Weather gear

Dedicated Vehicle for Runway GRF operations

Equipment & Working tools cont.

RCR BOOKLET



RULER (MM)



Equipment & Working tools cont.

HAND HELD RADIO

BASE RADIO



WEATHER GEAR: Raincoat



Personnel

MAKIA and four (4) other International Airports in Nigeria have in place adequate personnel deployed for the GRF :

- ▣ They are responsible for carrying out day to day assessment and reporting of Runway surface condition on shift bases.
- ▣ GRF Personnel are from the following department and units
 - ▣ Airfield Operations
 - ▣ Safety Services
 - ▣ Environment Services
 - ▣ Pavement maintenance (Civil & Building)

Training & Competencies

- ▣ Selected staff have been trained under the train the trainer programme.
- ▣ More than 260 operational personnel have undergone the basic GRF training across the Airports
- ▣ Training was supervised by the NCAA
- ▣ Training were both class, field and zoom platform
- ▣ MAKIA has a total of 60 airside operational personnel who have undergone the basic GRF training in 2021.
- ▣ Approval for additional GRF training of 300 personnel has been approved by the MD/CE
- ▣ Training will commence in May 2022

Training Cont.

CLASS TRAINING
SESSION

AIRSIDE PRACTICAL
SESSION

AIRSIDE PRACTICAL
SESSION

AIRSIDE PRACTICAL
SESSION

Training Cont.

AWARD OF GRF
TRAINING CERTIFICATE

CERTIFICATE OF
ATTENDANCE

Risk assessment

- ▣ The systematic evaluation of proposed new changes in procedures and equipment or facilities was carried out with specific reference to the GRF implementation . This was carried out to identify possible hazards, assess and manage or control the risk.
- ▣ The aim is to minimize possible safety infractions that could be introduced with the implementation of GRF

Risk Assessment Cont.

- ▣ Risk assessment in change management is assessing how staff carrying out new procedures will be affected
- ▣ The effectiveness of the new procedure in relation to existing procedures
- ▣ Possible conflict between new and existing procedures.

Risk assessment cont.

In conducting the risk assessment

The following areas were focused on:

- ❑ Introduction of new procedures in assessment of runway surface condition: E.g. segmenting the runway in to three (3) thirds, assessment of depth of contaminants and allocating appropriate Runway codes.
- ❑ Reporting procedures: e.g. using appropriate phraseology in transmitting Runway Condition Code (RCC) to the ATC .
- ❑ Introduction of new equipment and working tools: E.g. millimeter ruler, RCR forms etc.

Risk assessment cont.

- ▣ The following hazards were identified
- ▣ Runway incursion (Low Risk)
- ▣ Conflicting airside procedures (Low Risk)
- ▣ Issues of interphase in the GRF activities (Medium Risk)
- ▣ Personnel competency issues (Medium Risk)
- ▣ Top management acceptability and support (Low Risk)
- ▣ Issues with radio transmission (Low Risk)

Risk mitigation

- ▣ Recommendations:
- ▣ Training and retraining of personnel
- ▣ Internalization of Standard Operating procedures (SOPs)
- ▣ Continuous enlightenment of personnel and external stakeholders
- ▣ Effective oversight by the NCAA
- ▣ Effective synergy among the three key stakeholders of aviation Aerodrome , ATC and Airline operators .

Operational Challenges Of GRF Implementation

- ▣ Initial challenges :
- ▣ Training and competences
- ▣ Working tools
- ▣ Coordination with stakeholders
- ▣ Low level of GRF awareness among stakeholders

Conclusion

- ▣ Effective implementation of GRF will go a long way in mitigating the risk of Runway surface occurrences involving aircraft in our Airports.
- ▣ Success achieved so far in implementation of the GRF in Kano and all other International airports in Nigeria could be attributed to top Management support , personnel commitment and effective oversight by the NCAA.

▣ *End*

▣ *Thank you for listening*

▣ *Any question ?*