

Introduction

Accident investigations indicate that the standards for assessment and reporting of runway surface conditions are not harmonized, and have shown this to be a major contributing factor in runway excursions, particularly when the runway is wet or contaminated.

The International Civil Aviation Organization (ICAO) has developed a new methodology, adopted by the European Union Aviation Safety Agency (EASA), for the **assessment and reporting of runway surface conditions**, known as the "Global Reporting Format (GRF)".

The objectives pursued by the GRF are:

- To standardize the assessment of the runway condition
- To use of a common language
- To improve the calculation of aircraft performance
- Worldwide implementation

This new methodology affects Member States, Authorities, Airports, Airlines, and Air Navigation Service Providers.

Its national implementation will take place on the **12th of AUGUST 2021**.



Contact details

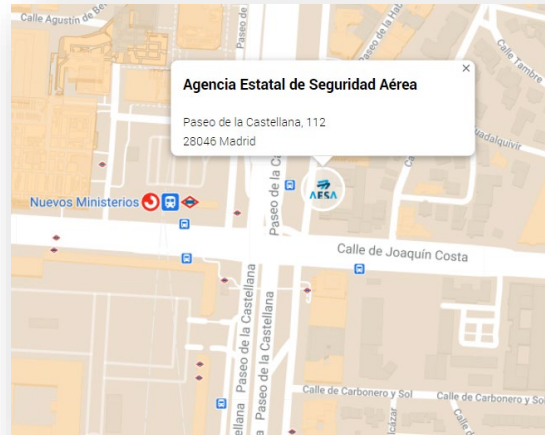
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GLOBAL REPORTING FORMAT

New implementation date
12th of AUGUST 2021



01 What is it?

The Global Reporting Format (GRF) is based on the **assessment** by the aerodrome operator of the runway surface conditions of a runway in operation in the presence of water, snow, slush, ice or frost.

From this assessment, a **Runway Condition Code (RWYCC)** and a description of the runway surface are **reported**. With this information, the crew calculates the aircraft performance for take-off or landing.

AERODROME OPERATOR		PILOTS	
Assessment criteria		Downgrade assessment criteria	
RWYCC	Runway surface description	RWYCC	Runway surface description
6	• DRY	---	---
5	• FROST • WET • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for the wheel braking effort AND directional control is normal	GOOD
4	• -15°C and lower outside temperature: • COMPACTED SNOW	Braking deceleration OR directional control is between good and medium	GOOD TO MEDIUM
3	• SLIPPERY WET • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW • DRY SNOW • WET SNOW Higher than -15°C outside air temperature: • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced	MEDIUM
2	• STANDING WATER • SLUSH	Braking deceleration OR directional control is between medium and poor	MEDIUM TO POOR
1	• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced	POOR
0	• WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain	LESS THAN POOR

Runway Condition Assessment Matrix (RCAM): allows to evaluate the runway surface conditions.



GRF NEW IMPLEMENTATION DATE
12TH of AUGUST 2021

02 Common Language

The GRF introduces a common language for the assessment and reporting of runway surface conditions, as the mean for interrelation between aerodrome operators, ATC and pilots, through the **Runway Condition Report (RCR)**.

The RCR contains two sections:

- The first section is used to calculate the aircraft performance, with the following elements:
 - Aerodrome location indicator
 - Date & time of assessment
 - Lower runway designator number
 - RWYCC for each runway third
 - % Contaminant coverage
 - Depth of contaminant (mm)
 - Condition description
 - Width of runway to which the RWYCCs apply
- The second section, related to situational awareness, contains additional information for pilots:
 - Reduced runway length
 - Drifting snow on the runway
 - Loose sand on the runway
 - Chemical treatment on the runway
 - Snowbanks on the runway, taxiway or adjacent to the runway
 - Taxiway and Apron conditions
 - Estimated runway friction (*)
 - Plain-language remarks.

(*) *It will NOT be reported on the SNOWTAM, NOR by ATS*

03 Information Dissemination

The dissemination of information can be done in the following ways:

- AIS: **SNOWTAM** – Maximum validity of 8 hours.
- ATS: **Voice & ATIS**

SNOWTAM example:

Aeroplane performance calculation section:

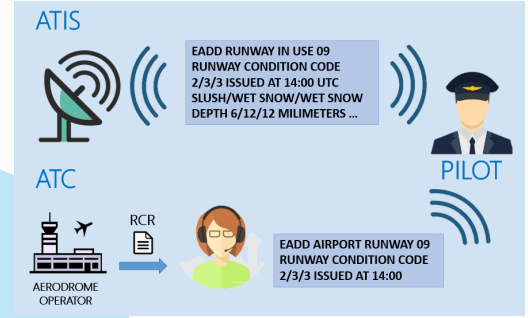
Aerodrome Loc. Indicator: EADD
Date/Time: 09111400
RWY: 09
RWYCC: 2/3/3
% Coverage: 75/100/100
Depth (mm): 06/12/12
Condition description: SLUSH/WET SNOW/WET SNOW
Width of RWY to which RWYCC apply if less than the published (m): 30

Situational awareness section:

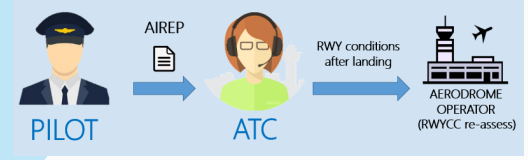
RWY 09 REDUCED TO 2150

04 ATC / Pilot Communications


Means of communication of the runway surface conditions to the pilots:



Feedback report on the runway condition provided by the pilot.



The Aerodrome Operator must use the AIREP notified by a pilot to initiate the reassessment of the RWYCC, which may vary based on the report given.



SNOWTAM provides the RWYCC for every third of the runway from the lower runway designator number, while ATC and ATIS report the RWYCC for every third of the runway in use.

EASA

- REG. (UE) 2148/2020, REG. (UE) 469/2020 and REG. (UE) 1387/2019

OACI

- ANEXOS 3, 6, 8, 11, 14 y 15

Procedures

- PANS AERÓDROMOS (Doc. 9981)
- PANS ATM (Doc. 4444)
- PANS AIMS (Doc. 10066)

Guidance Material

- CIRCULAR 355 – Assessment, Measurement and Reporting of Runway Surface Conditions.
- DOC. 10064 – Aeroplane Performance Manual

05 Reference documentation

