
IRELAND

Phone: +353 (0)61 703 750
Fax: +353 (0)61 366 245
AFS: EINNZPZX
Email: aisops@iaa.ie
URL: <https://www.iaa.ie>



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Implementation of the Global Reporting Format

1. Introduction

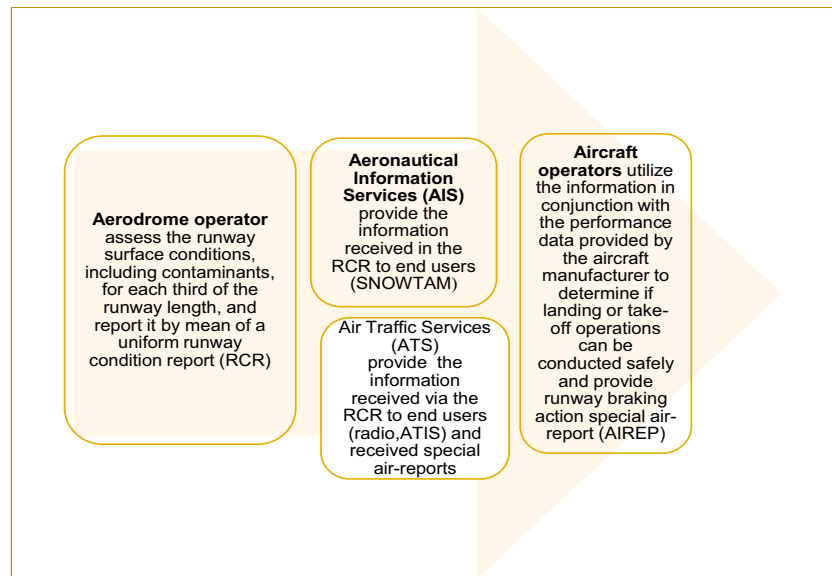
- 1.1 The new ICAO methodology for assessing and reporting runway surface conditions, commonly known as the Global Reporting Format (GRF), enables the harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance.

The GRF, applicable on **12 August 2021**, is described through amendment 13-B to Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*; Annex 3 — *Meteorological Service for International Air Navigation*; Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes and Part II — International General Aviation — Aeroplanes*; Annex 8 — *Airworthiness of Aircraft*; Annex 15 — *Aeronautical Information Services and Procedures for Air Navigation Services (PANS) — Aerodromes (PANS-Aerodromes, Doc 9981), Aeronautical Information Management (PANS-AIM, Doc 10066) and Air Traffic Management (PANS-ATM, Doc 4444)*.

In addition, supporting material is available in Circular 355, *Assessment, Measurement and Reporting of Runway Surface Conditions* and in the Doc 10064 *Aeroplane Performance Manual* (in preparation). Additionally, the European Aviation Safety Agency has given effect to the implementation of the GRF through adoption of the necessary Implementing Rules as outlined in:

- Commission Implementing Regulation (EU) No. 2019/1387 of 1st August 2019 amending Regulation (EU) No. 965/2012 as regards requirements for aerodrome landing performance calculations and the standards for assessing runway surface conditions, update on certain aircraft safety equipment and requirements and operations without holding an extended range approval;
- Commission Implementing Regulation (EU) No. 2020/469, amending Regulation (EU) No. 923/2012, Regulation (EU) No. 139/2014 and Regulation (EU) No. 2017/373 as regards requirements for air traffic management / air navigation services, design of airspace structures and data quality, runway safety and repealing Regulation (EC) No. 73/2010;
- Commission Delegated Regulation (EU) 2020/2148 amending Regulation (EU) No. 139/2014 as regards runway safety and aeronautical data.

2. FLOW OF INFORMATION:



- 2.1 Collection of information: The aerodrome operator is responsible to assess the condition of the runway for each third of the runway and issue a Runway Condition Report (RCR). This report contains the RWYCC (Runway Condition Code) and information which describes the runway surface condition: type of contamination, depth, coverage for each third of the runway, etc. and other relevant information. This code is derived from the Runway Condition Assessment Matrix (RCAM) and associated procedures for downgrading and upgrading.

Note – Details of the Global Reporting Format is contained in the Procedures for Air Navigation Services (PANS) — Aerodromes (PANS-Aerodromes, Doc 9981) and ICAO Circular 355 (Assessment, Measurement and Reporting of Runway Surface Conditions).

Runway condition assessment matrix (RCAM)			
Assessment			Downgrade assessment criteria
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	• DRY	-	-
5	<ul style="list-style-type: none"> • FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) Up to and including 3 mm depth: • SLUSH • DRY • SNOW • WET SNOW 	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<ul style="list-style-type: none"> • SPECIALLY PREPARED WINTER RUNWAY -15°C and Lower outside air temperature: • COMPACTED SNOW 	Braking deceleration OR directional control is between Good and Medium	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> • SLIPPERY WET • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW More than 3 mm depth: • 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	More than 3 mm depth of water or slush: <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

2.2 Dissemination of information:

- *Aeronautical information services (AIS)* provide the information received in the RCR to end users through SNOWTAM in the new format.

Note – Details of the new SNOWTAM format is contained in the Procedures for Air Navigation Services (PANS) — Aeronautical Information Management (PANS-AIM, Doc 10066). Additional information on the SNOWTAM format could be found in the ICAO EUR/NAT Guidance on the Issuance of SNOWTAM.

- *Air traffic services (ATS)* provide the information received via the RCR to end users through radio, ATIS, etc. and received special air-reports.

- 2.3 Using the information: Aircraft operators utilize the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely and provide runway braking action special air-report (AIREP).

3. IMPLEMENTATION PLAN:

Date of implementation

- 3.1 The new ICAO GRF including the new SNOWTAM format will be implemented in Ireland on 12 August 2021 at 0000 UTC.

National GRF implementation Team

- 3.2 The Safety Regulation Division of the Irish Aviation Authority is the responsible entity for the overall coordination of the implementation of the GRF in Ireland.

Stakeholders involved

- 3.3 The following stakeholders in Ireland are involved in the implementation of the GRF:

- Aerodromes: EIDW; EICK; EINN; EIKN; EIDL; EIKY; EISG; EIWF; EIWT.
- ATM/ANS: EIKN; EIDL; EIKY; EISG; EIWF; EIWT; IAA Service Provider
- Based Airlines: Aer Lingus; Ryanair; Stobart; CityJet; Norwegian.
- AIM: Irish Aviation Authority – Aeronautical Information Service (AIS).
- Irish Aviation Authority – Safety Regulation Division.

Coordination between aerodromes, AIS (NOF) and ATS units

- 3.4 The aerodrome operator is responsible for reporting changes and providing a RWYCC report regarding the state of movement areas to the ATS unit at the aerodrome. The ATS unit is responsible for dissemination to all to whom the information is of direct operational significance.

Detailed winter operations plans specific to each aerodrome operator are available locally at each certificated aerodrome as per AD1.5: Status of certification of aerodromes.