



Operational Notice Number: 001/2022

Implementation and impact of the new ICAO Global Reporting Format (GRF) for runway surface conditions

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| Applicable to: | All Operators |
| Effective Date: | 27 January 2022 |
| Expiry Date: | 31 December 2022 |
| Authorized by: | Senior Vice President Operations, Safety and Security (OSS) IATA |
| Contact e-mail: | safety@iata.org |

Runway Condition reports using the new Global Reporting Format (GRF)

Although the ICAO GRF was applicable on 4 November 2021; not all States have adopted the new reporting format and may not during the 2021/2022 winter season. On the ICAO GRF webpage, [The New Global Reporting Format for Runway Surface Conditions \(icao.int\)](#) you will find a map which provides the implementation status as reported by the States. This status information does not highlight States that may have implemented a hybrid or non-GRF reporting solution.

ICAO developed the new format with the intent to standardize terminology used by States, as well as expand the amount of data that can be provided. The new format distinguishes between runway contaminants and the methods used to report that information.

Where the ICAO GRF provision has not been adopted, RCR (Runway Condition Report) advisories are expected to be published in the previous format (PANS-AIM Appendix 4, 4-1/4-5 and Annex 14 – Aerodromes Vol. 1 – Aerodrome Design and Operations). One quick way to identify a non-compliant RCR advisory is the presence of letters identifying individual items. The new GRF does not include individual item identifiers. Information provided by the RCR is divided into two sections: the aircraft performance calculations section, which contains information that is directly related and relevant to the performance calculation; and the situational awareness section that contains information the flight crew must be aware of for the safe operation of an aircraft however does not have a direct impact on the performance assessment.

Below is an example of a SNOWTAM in both the old and new GRF format.

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| Old SNOWTAM non-GRF Compliant (SNOWTAM 0012 A) XXXX B) 11042030 C) 14L F) 5/5/5 G) 04/04/04 H) 2/2/2 B) 11042035 C) 14R F) 5/5/5 G) 04/04/06 H) 2/2/2 R) 2 T) RWY CONTAMINATION 100 PERCENT. SNOW REMOVAL IN PROGRESS) | New GRF SNOWTAM (SNOWTAM 0012 XXXX 11042030 14L 3/3/3 100/100/100 04/04/04 WET SNOW/WET SNOW/WET SNOW 11042035 14R 3/3/3 100/75/75 04/04/06 WET SNOW/WET SNOW/WET SNOW DRIFTING SNOW. RWY 14L LOOSE SAND. RWY 14R CHEMICALLY TREATED.) |
|---|--|

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The format and type of contaminant descriptors used by the two versions above, highlight the fact that the two RCR formats are not completely aligned. For example, not all the descriptions in a Runway Condition Assessment Matrix (RCAM) will be available in the GRF SNOWTAM. Vice versa there are two conditions present in the current RCR format that are not reported in the GRF SNOWTAM. In particular, IATA is highlighting a number of concerns:

- The term "SNOWTAM" is misleading. Although we understand that the intent is to provide a single format to describe the condition of runway surfaces, it seems counterintuitive to use a SNOWTAM to report water contaminants in tropical areas. It is also unclear how a SNOWTAM will be used to report sand covered runways in dry humid regions.
- There are now two different reporting methods. Operators are now encouraged to actively monitor SNOWTAM advisories and ATIS broadcasts. The new format requires a minimum reporting timeline of 8-hour increments, or as needed to inform of decreased or improved conditions, but these reports may be provided in two formats.
- The GRF does not list DAMP as a contaminant.
- FROZEN RUTS OR RIDGES were removed because there was no performance effect from this situation, although they may have an impact.
- Non-GRF RCR advisories (in Old SNOWTAM format) may contain estimated surface friction information for each third of the runway under item H). IATA recommends that those estimated surface friction values are not used for performance calculations.

Non-GRF friction data in OLD SNOWTAM, which can be determined or estimated by measuring equipment, may be used as an indicator of potentially degraded conditions. In this instance, the Runway Condition Assessment Matrix (RCAM), using contamination type and depth, is the preferred method to derive a runway condition code. IATA recommends using the reported contaminants type and depth (items F and G in Old SNOWTAM)) for this performance calculation.

Other Hybrid formats still not compliant with GRF

Some countries use their own format of SNOWTAM, FAA and Canada use RCAM criteria equivalent to ICAO GRF, however there are differences from ICAO (e.g., condition covered as RWY CC "0").

| FAA |
|---|
| XXX RWY 16L FICON 5/5/5 100 PRCT WET XXX RWY 16R FICON 5/2/2 100 PRCT WET,50 PRCT 1/4 IN SLUSH,75 PRCT 1/4 IN SLUSH XXX RWY 16C FICON 2/3/1 75 PRCT 1/4 IN SLUSH ,100 PRCT 1/2 IN WET SNOW,100 PRCT 1/2 IN WET SNOW XXX RWY 34R FICON 5/5/5 100 PRCT WET XXX RWY 34L FICON 2/2/5 75 PRCT 1/4 IN SLUSH,50 PRCT 1/4 IN SLUSH,100 PRCT WET XXX RWY 34C FICON 1/3/2 100 PRCT 1/2 IN WET SNOW, 100 PRCT 1/2 IN WET SNOW,75 PRCT 1/4 IN SLUSH (Comparison between GRF format and FICON) GRF format: KXXX 02170135 16R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH FICON format: XXX RWY 16R FICON 5/2/2 100 PRCT WET,50 PRCT 1/4 IN SLUSH,75 PRCT 1/4 IN SLUSH Refer FICON detail: https://www.faa.gov/documentLibrary/media/Notice/N_JO_7930.107_Field_Condition_(FICON)_Reporting.pdf |

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Canada

Example:

S2594/22 NOTAMR S2577/22

Q) CZUL/QFAXX/IV/NBO/A/000/999/4647N07124W005

A) CYQB B) 2201130143 C) 2201130943

E) RSC 06 6/6/6 10 PCT 1/8IN DRY SNOW, 10 PCT 1/8IN DRY SNOW, 10 PCT 1/8IN DRY SNOW. 140FT WIDTH. REMAINING WIDTH 1IN DRY SNOW. VALID JAN 13 0142 - JAN 13 0942.

RSC 24 6/6/6 10 PCT 1/8IN DRY SNOW, 10 PCT 1/8IN DRY SNOW, 10 PCT 1/8IN DRY SNOW. 140FT WIDTH. REMAINING WIDTH 1IN DRY SNOW. VALID JAN 13 0142 - JAN 13 0942.

ADDN NON-GRF/TALPA INFO:

CRFI 06 NR/NR/NR.

CRFI 24 NR/NR/NR.

RMK: DRY SNOWCOMPACTED SNOW.

RMK: DRY, COMPACTED SNOW, DRY SNOW

Refer Canadian format detail:

Detail explanation: <https://www.navcanada.ca/en/cnop-12-aug-2021.pdf>

Refer 8.3 RSC NOTAM format

Operators are encouraged to provide guidance to their dispatch and crews on the interpretation of RCR information and the use of the new SNOWTAM GRF format, to ensure proper performance calculations.

For your reference, the SNOWTAMs appendix of PANS-AIM and the RCAM from PANS-Aerodrome are attached to this Operational notice.

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