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## IMPLEMENTATION OF THE GLOBAL REPORTING FORMAT (GRF)

### 1. Introduction

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.

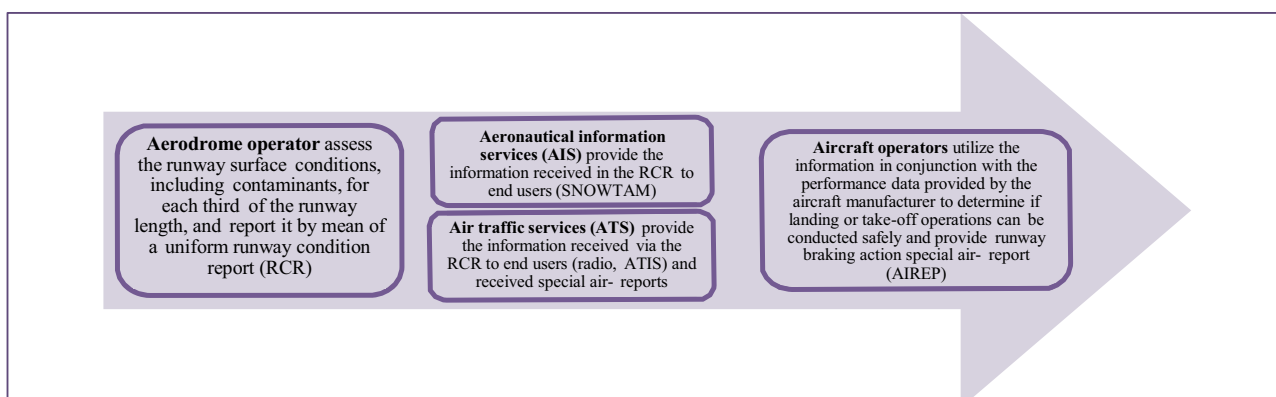
The GRF, applicable on **12 August 2021**, is described through amendment 13-B to Annex 14 — *Aerodromes, Volume I — Aerodrome Design and Operations*; Annex 3 — *Meteorological Service for International Air Navigation*; Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — 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)*.

EASA has developed amendments to existing requirements of Commission Regulation (EU) No 139/2014 (Commission delegated regulation (EU) 2020/2148), Commission Regulation (EU) No 2017/373 (Commission Implementing Regulation (EU) 2020/469, Commission Implementing Regulation (EU) 2020/1177), Commission Regulation (EU) No 965/2012 (Commission Implementing Regulation (EU) 2019/1387, Commission Implementing Regulation (EU) 2020/1176) and Commission Regulation (EU) No 923/2012 (Commission Implementing Regulation (EU) 2020/469, Commission Implementing Regulation (EU) 2020/1177), which are based on above listed ICAO provisions.

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*.

### 2. Flow of information

#### Guidance on the Issuance of SNOWTAM



### 3. Collection of information

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), ICAO Circular 355 (Assessment, Measurement and Reporting of Runway Surface Conditions), Commission Regulation (EU) No 2017/373, and Commission Implementing Regulation (EU) 2020/469.*

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	•FROST •WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) <i>Up to and including 3 mm depth:</i> •SLUSH •DRY SNOW •WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<i>–15°C and Lower outside air temperature:</i> •COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	•WET (“slippery wet” runway) •DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW <i>More than 3 mm depth:</i> •DRY SNOW •WET SNOW <i>Higher than –15°C outside air temperature:</i> •COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<i>More than 3 mm depth of water or slush:</i> •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



#### 4. 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.

#### 5. 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).

#### 6. Date of implementation

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

#### 7. Coordination between aerodromes, AIS (NOF) and ATS units

Existing coordination procedures between aerodromes, HungaroControl AIS and ATS remain unchanged.

**The workflow tool used between aerodromes and AIS is updated and is available to initiate new SNOWTAM requests based on the new GRF.**

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