

GRF Frequently Asked Questions (FAQ): Posted June 2021

Below is a selection of FAQ that posed during the awareness webinars. The list will augmented as new questions arise.

Question	Answer
Do I have to implement the GRF?	The GRF has been through a rigorous development, review and approval process. It is also one of the most important actions being taken to mitigate the risk of a runway excursion, perhaps the most common form of accident in aviation. As a 'shall' in Annex 14 there is an obligation on States to comply by the 4 November 2021 applicability date.
When do I have to implement the GRF?	The applicability date is 4 November 2021. The date has been postponed by one year to allow States and industry more time to prepare during the on-going crisis.
How do I train for the GRF?	ICAO has developed a series of training courses aimed at Airport Operations, Flight Crew and ATC/AIS staff in cooperation with ACI, IATA and CANSO. These on-line courses, combined with any practical training required by a State's regulator, will fulfill the training requirement. See links on this web page.
Do the runway thirds begin at the threshold of the runway?	Runway thirds are based on the total runway and not from the threshold or takeoff run available (TORA). Therefore, there may be instances where the threshold is not in the first runway third and operators have to take this into account accordingly.
Do I measure the total depth of contaminants, even if there are multiple contaminants?	Only the depth of loose contaminant is measured and reported (e.g. DRY SNOW on Compacted SNOW – only the DRY SNOW is measured and reported). The best assessment is made on the depth taking into consideration various variables such as ruts, ridges.
Why up to now is the state of the runway placed in METAR and why do we have to remove it from METAR when GRF is implemented?	The state of the runway was placed in METAR as supplementary information in the early 1960s due to the existing dissemination method of METAR called MOTNE (Meteorological Operational Telecommunications Network in Europe). The state of the runway has to be removed from the METAR by 4 November 2021. This is because the METAR is not updated frequently enough to serve operational needs of obtaining an updated RCR as soon as possible.

	<p>Note that it was the intention to have another universal system for providing RCR to the users, however, at this requirement is met through a set of methods (e.g. SNOWTAM, ATIS, D-ATIS, ACARS, EFB, and as a last resort voice from ATC). The need for a global single source of the RCR will fulfilled in the medium to long term using SWIM.</p>
<p>Can we use instruments to evaluate the RWYCC?</p>	<p>The RWYCC is based upon an assessment by a trained human observer. Some instruments (such as rulers or other measurement devices) may be used to assist the assessor. There are no 'automated' systems in use.</p>
<p>With the GRF is there a need to implement SNOWTAM on RWYs that do not experience snow or ice (winter conditions)?</p>	<p>Yes, the SNOWTAM is used for the transmission of the RCR in all part of the globe. In States without snow or ice but with STANDING WATER (water accumulation above 3mm), and SLIPPERY WET conditions, the RCR must be reported using the SNOWTAM in addition to reporting through ATM.</p>
<p>What is the relationship between the GRF and Continuous Friction Measuring Equipment (CFME)?</p>	<p>The GRF is based upon human observation. CFME approved by a regulator may be used in helping apply the upgrade/downgrade procedure. It may also have a role in continuous monitoring for runway maintenance purposes.</p>
<p>Will GRF replace Runway Inspections?</p>	<p>No. GRF does not replace Runway Inspections. GRF is an assessment method for the runway surface conditions using tools and procedures when the Runway is Contaminated with either Snow , Slush, Ice or Standing water.</p>
<p>Will GRF remove the work of Aeronautical Meteorology personnel?</p>	<p>No. GRF does not remove the work of Aeronautical meteorology personnel. MET personnel are one of the many parties involved in airport operations- the coordination between MET and ATM remains the same for the provision of other MET data such as surface wind, visibility, air weather etc.</p>

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