Advisory

Advisory **# 2021-A-036**

Subject: Global Reporting Format (GRF)

From: Airport Operations - Aviation Safety, Regulations, and Performance

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Effective August 12, 2021 Canada airports, including Toronto Pearson are required to implement a new methodology for reporting runway surface conditions referred to as the Global Reporting Format (GRF). This methodology will be applicable globally on November 4, 2021 with the purpose of harmonizing global runway surface condition reporting.

Under the new methodology a Runway Condition Report (RCR) will be required whenever there is the presence, or suspected presence of a contaminant' wherein visual observations of the runway will be undertaken to gather the following information:

- Percentage of each runway third that is covered by contaminant(s);
- Depth of the contaminant(s); and
- Runway surface condition and type of contaminant(s).

These observations will be correlated to a Runway Condition Assessment Matrix (RCAM) to determine a Runway Condition Code (RWYCC) and report that information using the Runway Condition Report (RCR) – *see attached*.

This information will be used by Pilots to assess the suitability of a runway surface for takeoff or landing and/or inform airport operators on any additional activities required to achieve safe operating conditions.

Runway Condition Assessment Matrix (RCAM)

Assessment Criteria		Downgrade Assessment Criteria (Control/Braking Assessment Criteria)		
Runway Surface Description	**RWYCC**	**CRFI Range**	**Vehicle Deceleration or Directional Control Observation**	**Pilot Braking Action**
• DRY	6	0.40 or higher	-	-
• FROST • WET (The runway surface is covered by any visible dampness or water up to and including 1/8 **inch** (3 mm) depth) **Up to and including 1/8 inch (3 mm) depth:** • SLUSH • DRY SNOW • WET SNOW	5		Braking deceleration is normal for the wheel braking applied AND directional control is normal	GOOD
-15°C and Colder outside air temperature: • COMPACTED SNOW	4	0.39 to 0.35	Braking deceleration OR directional control is between Good and Medium	GOOD TO MEDIUM
• SLIPPERY (WHEN) WET (wet runway) • DRY SNOW or WET SNOW (Any depth) ON TOP OF COMPACTED SNOW **Greater than 1/8 inch (3 mm) depth:** • DRY SNOW • WET SNOW **Warmer than -15°C outside air temperature:** • COMPACTED SNOW	3	0.34 to 0.30	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced	MEDIUM
Greater than 1/8 inch (3 mm) depth: • STANDING WATER • SLUSH	2	0.29 to 0.20	Braking deceleration OR directional control is between Medium and Poor	MEDIUM TO POOR
• ICE	1	0.19 or lower	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced	POOR
• WET ICE • SLUSH ON TOP OF ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	0		Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain	LESS THAN POOR / NIL