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PERÚ

AIC

08/21
OCT 28th, 2021

08/21

Global Report Format (GRF)

Runway condition report (RCR) in the Peruvian state methodology and implementation

The entry in force of the new global GRF reporting format has been established for November 4th, 2021 at the airports of the Lima FIR, as required by the International Civil Aviation Organization (ICAO).

The GRF is a methodology to evaluate and report in a standardized manner the condition of the runway surface, when it presents contamination, mainly due to adverse weather conditions (water, ice, snow, among others). This information includes the type of contaminant, thickness and the percentage of coverage that is present in each third of the runway.

The transmission of the standardized information in is carried out through a runway condition report (RCR), prepared by the aerodrome operator, based on the concept of the Runway Condition Code (RWYCC - Runway Condition Code) and on the runway condition assessment matrix (RCAM - Runway Condition Assessment Matrix) that describes a sustained condition of the runway surface and its effect on the braking performance and lateral control of the aircraft.

The Corporación Peruana de Aeropuertos y Aviación Comercial (CORPAC) will disseminate the information contained in the RCR through a NOTAM, and by radiotelephony, while also calculating the performance required for the operation (takeoff and landing).

The GRF methodology also requires crews reports on braking efficiency (RBA - Report Braking Action) via air-reports (AIREP). Upon identifying divergences between the RCR and the RBA, the aerodrome operator will carry out a new evaluation of the runway surface conditions, which may result in the assignment of a new code (RWYCC).

The RCR runway condition report will be submitted and filled out as follows:

The image shows a form for an RCR (Runway Condition Report). The form is divided into sections 1 through 7. Section 1 is 'Aerodrome', Section 2 is 'Date & Time', Section 3 is 'RWY', Section 4 is 'RWYCC', Section 5 is '% Coverage', and Section 6 is 'Depth in mm'. Section 7 is 'Contaminant Type' for each of the three thirds of the runway. The form also includes a 'Plain language remarks' field and a 'Reduced RWY width in m (if applicable)' field.

1. Aerodrome location indicator:

This data will be filled out taking as a reference document 7910 - Location indicator by the International Civil Aviation Organization (ICAO).

2. Date and time of observation:

This data will be filled in with 8 digits MM / DD / HH / mm.

3. Lowest RWY Designator Number:

This data will be filled in using the lowest designator for use of the runway; as reference ANNEX 14 Aerodromes - ICAO.

4. RWYCC Status Key for each third:

This data will be filled in using the Runway Condition Evaluation Matrix (RCAM) table. See table in A-1.

5. Percentage of contaminant coverage for each third of the runway:

This data will be filled in using the pollutant percentage table for each third of the runway. See table in A-2

6. Thickness of loose contaminant per third of runway.

This data will be filled in using the table of loose contaminant thickness for each third of the runway. See table A-3.

7. Description of the RWY status for each third of the runway:

This data will be filled in using the following description of the state in clear text for each third of the runway.

- WET
- DAMP
- FLOODED
- STANDING WATER

Example of presentation of the aerodrome operator to the air traffic services units.

SPJC 09251400 15 5/5/2 50/50/50 NR / NR / 04 WET / WET / STANDING WATER

The RCR information will be published through a NOTAM with series according to the category of the aerodrome issuing the information.

- A) SPJC
- B) 2109201700
- C) 2109201800
- D) NIL
- E) RCR 15 5/5/2 50/50/50 NR / NR / 04 WET / WET / STANDING WATER

Table A – 1

Runway condition assesment matrix (RCAM)			
Assesment		Downgrade assesment criteria	
Runway condition code	Runway Surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> • DRY 	NIL	NIL
5	<ul style="list-style-type: none"> • FROST • WET: The surface of the runway is covered by any type of visible moisture or water up to 3mm thick. <p>Up to and including 3 mm depth:</p> <ul style="list-style-type: none"> • SLUSH • DRY SNOW • WET SNOW 	Braking deceleration is normal for the wheel braking effort and directional control is normal	GOOD
4	<p>-15°C AND LOWER OUTSIDE AIR TEMPERATURE</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration OR directional control is between good an medium	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> • WET • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW <p>More than 3mm depth:</p> <ul style="list-style-type: none"> • DRY SNOW • WET SNOW <p>Higher than -15c° outside air temperature</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration is noticeably reduced for the Wheel braking effort applied OR directional control is noticeably reduced	MEDIUM
2	<p>More than 3mm depth of water or slush:</p> <ul style="list-style-type: none"> • STANDING WATER • SLUSH 	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM AND POOR
1	<ul style="list-style-type: none"> • 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.	LEES THAN POOR

Table A – 2
Percentage of contaminant for each third of the runway

Coverage Reported	Percentage Evaluated
NR	Less than 10%
25%	10% - 25%
50%	26% - 50%
75%	51% - 75%
100%	76% - 100%

Table A – 3
Thickness of loose contaminant per third of runway

Pollutant	Valid values to be notified	Significant change
STANDING WATER	04, then the evaluated value	3 mm to 15 mm inclusive
SLUSH	03, then the evaluated value	3 mm to 15 mm inclusive
WET SNOW	03, then the evaluated value	5 mm
DRY SNOW	03, then the evaluated value	20 mm

Note: In the event that the contaminant is less than 3mm, the abbreviation NR (NO REPORTING) will be used.