

The Global Voice of Pilots



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GRF: Pilots' Experience

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29-SEP-2022

GRF Implementation

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Before...

Various SNOWTAM format existed which made our operation very complicated.

With GRF...

our life is GREAT! THANK YOU!!

A globally harmonized implementation minimizes risks

BUT there are still countries without GRF...



In Actual Situation

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How often do APAC pilots encounter snow ops?

- 1) Once every week
- 2) Once every month
- 3) Once every year
- 4) Once every few years

It depends on the region, but 3 or maybe even 4...



Snow Weather Operation

Additional Procedures

- Performance(X-wind, Thrust, etc.)
- Exterior Inspection
- De-Ice/Anti-Ice
- Weather Sequence
- Taxi Procedure
- Engine Runups
- Constraints of Hold Over Time



Some Difficulties for the Pilots

Downgrade/Upgrade Reporting

- It's quite difficult to report actual slipperiness of runway by RWYCC
- Airbus and B787 can use features on the aircraft to get digital data



In China, ROK, and Japan

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- Japan continues to report runway slipperiness
- In China, some airport's braking action is based on PIREP
(except ZBAA, ZSPD, ZSSS, ZWWW)



From Past Incidents

Overrun incidents in the past:

- Stable Approach till DA
- Poor Visibility with snow/fog
- Manual Control after DA
- Wind Shift/Duck Under
- Prolonged Flare
- G/A not in Mind
- Long Landing
- ...Overrun



Training and More Harmonization

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- IFALPA emphasizes the importance of training, which should not be underestimated. This is not only for the pilots, but to all stakeholders.
- For countries without 100% GRF conformity, request your progress.



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Thank You