



ICAO Webinar

IFALPA Perspective on GRF Implementation

May 20th 2021

IFALPA on GRF

CPT Peter Michael Rix, MBA



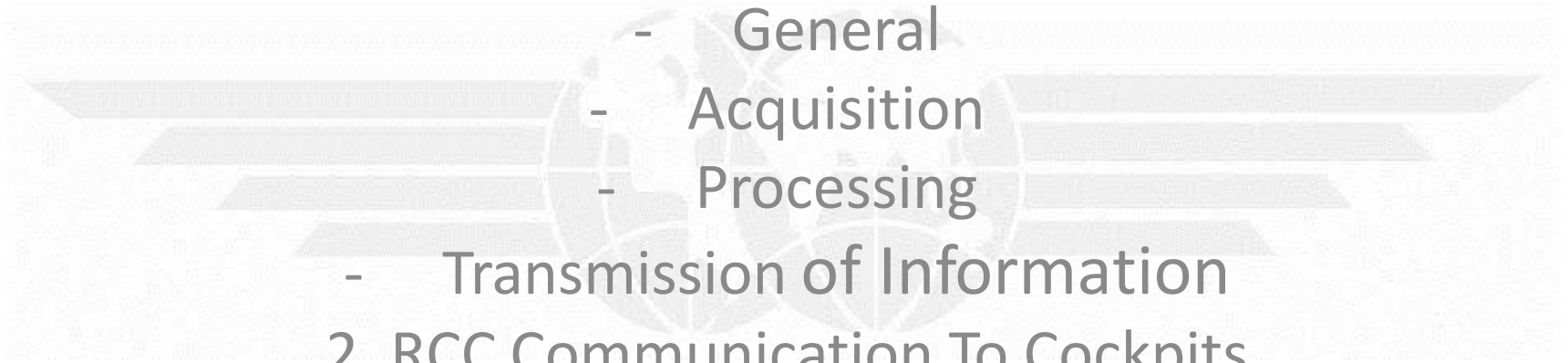
Executive Summary

Focus on Open Issues for Pilots:

Training

RCC Communication to the Cockpit

List of Contents

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1. Training
 - General
 - Acquisition
 - Processing
 - Transmission of Information
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Introduction

General situation introduced by
previous speakers.

IFALPA is not an organization that
implements. We attempt to raise open
questions and inspire exchange
between stakeholders.

Training

General Considerations

Complex update of ICAO framework

CBT as a minimum – reference to
IATA

Improve safety through other means

Simulator – Line checks - Classroom

Training

Acquisition Of Information

How do I get which information
during flight?

Dispatch? ATC? Other Options?

VOLMET? ATIS via VHF? What about
the U.S?

Training

Processing Of Information:

GRF provides tools to support decisions to land on a contaminated runway, it does not provide a decision tool.

Contaminated Runway: What are the implications?
Crosswind – MEL – Procedure – need to know early.

How do I treat a 3-5-2?

„Canned“ decisions in combination with limited LDA considerations – shortened TDZ?

GAPPRE provides guidelines for training organizations.

Training

Transmission of Information:

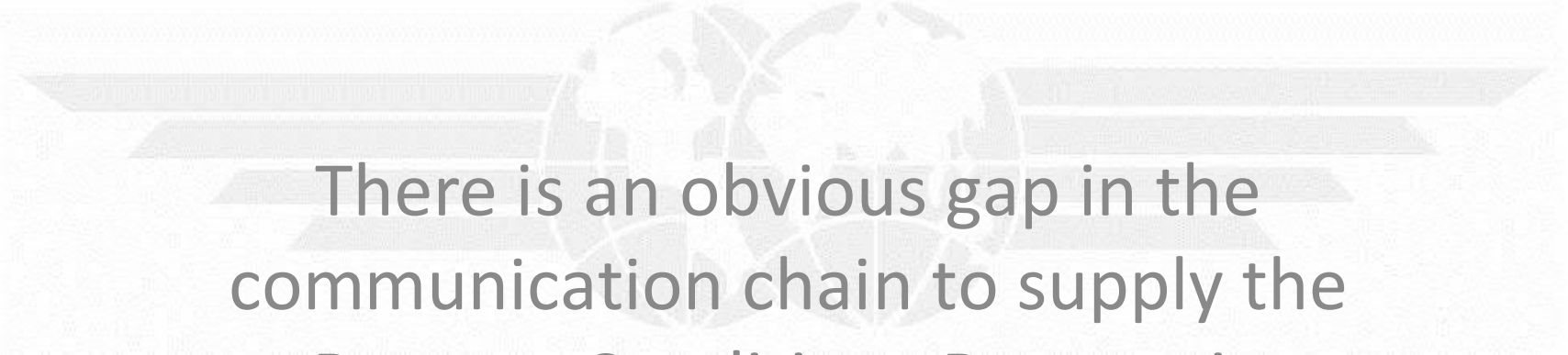
When do I transmit an AIREP/PIREP?

How do I assess braking action?

Autobrake low gives me maximum
medium-to-poor deceleration action.

What are the consequences of my
report?

RCC Communication To Cockpits



There is an obvious gap in the communication chain to supply the Runway Conditions Report via SNOWTAM to the flight crew.

A decorative banner featuring a central globe with a grid pattern, overlaid with several horizontal lines of varying lengths and thicknesses, creating a sense of depth and movement. The text 'Case Study' is prominently displayed in the center of the banner.

Case Study

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Case Study

- Snow Air 123 from EFHK to EHEH, alternate LFQQ
- Aircraft not ACARS equipped
- No D-ATIS at destination or alternate

RCR EHEH 03260455

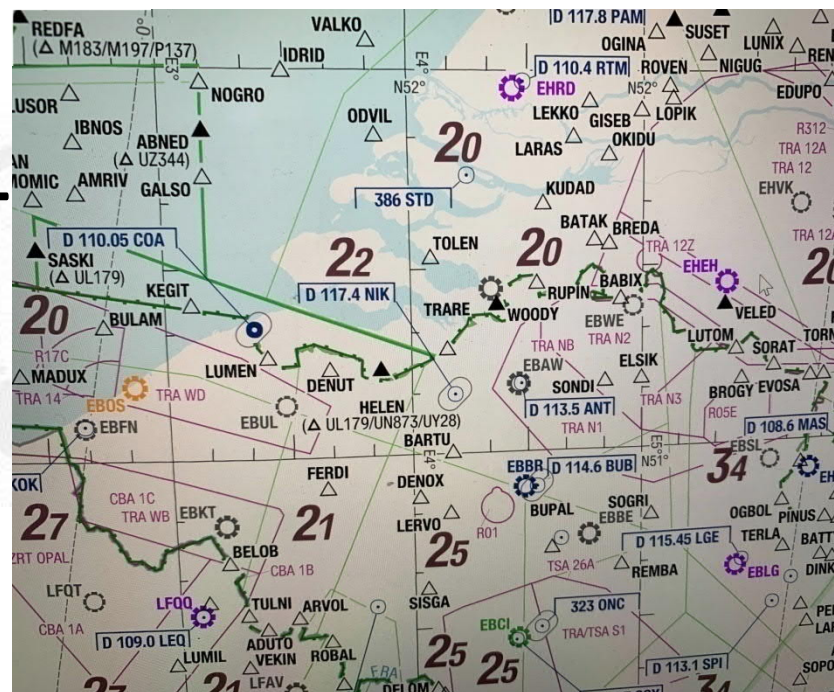
03 5/5/3 100/100/100 02/03/05

**WET/ SLUSH/WET SNOW
OVER COMPACTED SNOW**

RCR LFQQ 03260455

08 2/2/1 100/100/100 04/04/05

SLUSH/ SLUSH/ICE



Case Study



→ Snow Air 123 from EHAM to RJTT

In Cruise at LEVOK R 809
(top of screenshot)

Emergency – need to divert quickly

UIBB or UNKL?

WX available via ACARS
(METAR), SN forecast

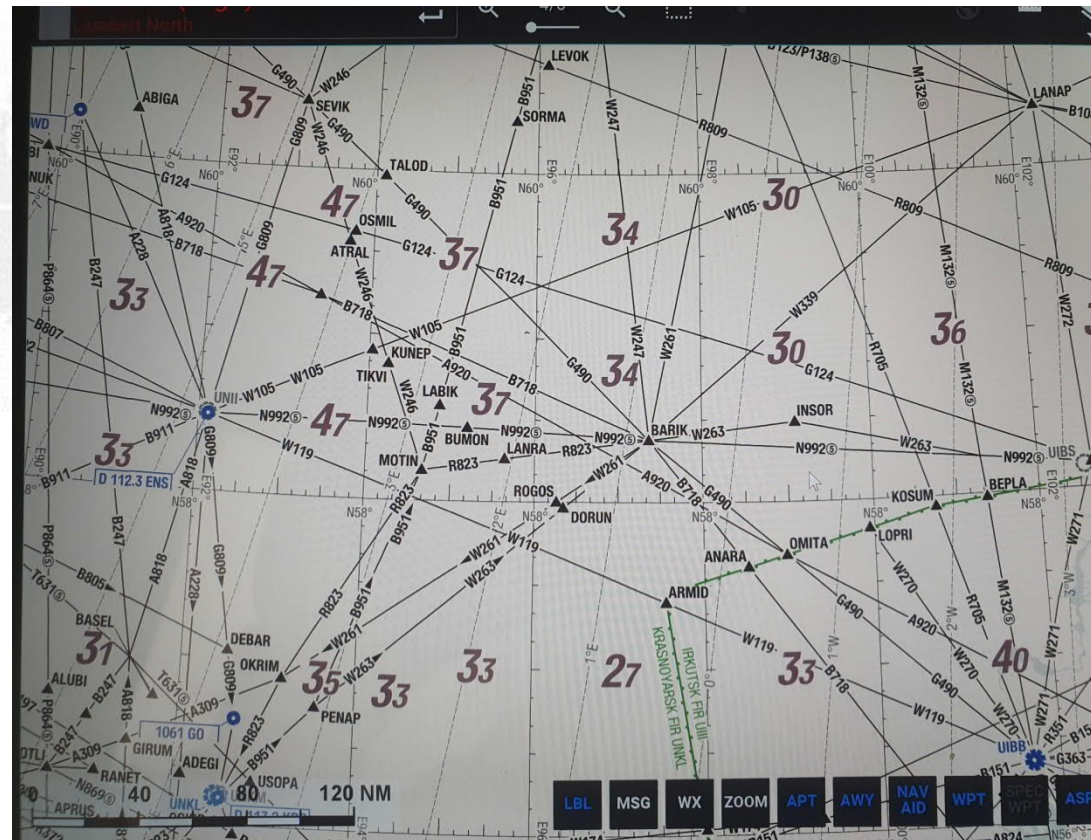
Before: MOTNE attached –
complete picture – “canned”
decision

Out of VHF Range (300 NM)

Ask Krasnoyarsk Control?

Contact Dispatch?

Time Delay – Safety Issue



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Case Study

Cold front over the Channel with snowfall:

Date: October 29th 2021

5-5-3 Runway 21 in EHEH - which RWYCC does your pilot apply?

LFQQ Lille RWYCC: 1-2-2, Rwy 26 in use. How does the pilot know about the runway condition in LFQQ when he starts his approach into EHEH? Would he change his alternate if he knew the conditions in LFQQ? Which wind could he accept in LFQQ?

F and NL are EASA countries – what would change if the alternate was in the UK?

Case Study

→ ATIS dissemination via VHF only: Is it acceptable NOT to know the RCR of your alternate airport if it is located behind your destination? What about CAT POL A 230/235?

→ Airlines: Would your pilot have had the tools to make the right decision?

→ Is it enough for the pilot to start his before landing calculation when able to receive VHF-ATIS? Where do I get the SNOWTAM-RCR for my alternate? ICAO: 1-2-2 means 2-2-1 on RWY 26! Which performance calculation do you apply? Lowest? Middle? Touch-down zone?

→ Regulators: Is this example far-fetched?

Way Forward

The following contents were supported by all airline representatives present at the ICAO meeting in Madrid in January 2020

RCC Communication To Cockpits

Issue and questions

Based on an informal survey with experts, today, only a selected number of airlines are able to receive SNOWTAMS in the cockpit via Datalink without intervention by dispatch.

Currently, the plan to transmit RCR to the cockpit is predicated on (D-)ATIS. This has been addressed by ICAO, see ATIS leaflet. Long ATIS messages remain an issue.

If no D-ATIS is available it will **not** be possible to receive RCR data in the cockpit, unless the RCR data is directly supported by dispatch or the aircraft is within VHF range.

Safety issue: MOTNE suppressed: No information available about runway condition at destination while en-route.

There is no alert about runway contamination.

Safety issue: No runway state can be received of enroute or destination alternates while out of VHF-range without D-ATIS.

RCC Communication To Cockpits

Issue and questions (continued)

It is the ANSP's legal responsibility to communicate RCR/SNOWTAM. Is ATC prepared? (FIS capacity, knowledge about information from adjacent states)

Do pilots know the promulgation procedures (i.e. FIS frequencies?)

Does ICAO supervise implementation and promulgate information about deficiencies?

Will former CIS states be in conformity with GRF?

What about long-haul flights overhead Siberia? How would they choose an emergency alternate?

RCC Communication To Cockpits

ACTION proposed:

A SNOWTAM request via ACARS should be made available. This would involve SITA, ARINC and potentially AIS services. SNOWTAMs would likely need a separate Q code.

Promote that these communication channels are available to all ACARS equipped aircraft at any time of flight to access SNOWTAM. This needs to be verified by every state.

It should be possible to request a separate SNOWTAM (not included as part of the entire airport NOTAM-package) via ACARS.

Report three RWYCCs with contaminants when necessary (varying values).

It is the ANSPs' legal responsibility to communicate RCR/SNOWTAM. Ensure communication in cooperation with operators, airports and MET services.

Increase use of D-ATIS (better than Voice) and (mid-term) internet-access to live as well as historic ATIS.

Promote the implementation and use of GRF in the Russian Federation and former CIS states if applicable

Conclusion

Training level needs to be assured – CBT as a minimum – increase safety through additional measures

IFALPA see a need for increased cooperation between stakeholders in certain areas, especially communication.

Until then, we hope for mild winters.