



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

AIM/TF/7 — WP/19
29/07/24

Seventh North American, Central American and Caribbean Working Group (NACC/WG) Aeronautical Information Management Implementation Task Force Meeting

(AIM/TF/7)

(Willemstad, Curaçao, 30 July – 2 August 2024)

**Agenda Item 6: Agenda Item 6: AIM Implementation Roadmap in the NAM/CAR Region
(update on AIM Transition per State)**

STATES STATUS: GRF IMPLEMENTATION NACC REGION

(Presented by the AIM/TF Rapporteur)

EXECUTIVE SUMMARY	
This Working Paper presents the data and graphs indicating the advances per State regarding the GRF implementation.	
Action:	Suggested actions are presented in Section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• State Letter 20-073e• State letter 20-26• Annex 14: Aerodromes, Volume I, Aerodrome Design and Operations• Annex 3: Meteorological Service for International Air Navigation• Annex 6: Operation of Aircraft (Parts 1 and 2) Annex 8: Airworthiness of Aircraft• Annex 15: Aeronautical Information Services• PANS Aerodromes (Doc 9981)• PANS-AIM (Doc 10066)• PANS-ATM (Doc 4444)• Circular 355: Assessment, Measurement and Reporting of Runway Surface Conditions• Doc 10064: Aeroplane Performance Manual

1. Introduction

1.1 The GRF is a standardized and globally agreed methodology to improve flight safety through timely and accurate information to flight crew on the runway surface conditions. Applicability date on 4 November 2021. The applicability date for the GRF was 4 November 2021 (ICAO State Letters 20-073e and 20-26).

1.2 ICAO methodology of GRF is used for assessing and reporting of runway surface conditions, and enables the harmonized assessment and reporting of runway surface conditions. It Improves the accuracy and timeliness of runway condition assessment and harmonizes this information globally. By applying GRF it is expected to reduce the risk of runway excursions.

1.3 The Implementation of GRF came for most States of the NACC Region as a very new aspect to implement, since the region is not one to have the same aspects as States / Countries in colder regions.

2. Discussion

2.1 States had to undergo additional briefings/trainings and/or workshops to comprehend what GRF included and have their systems in place to provide the information; the information deriving from the Aerodrome Operations either manually reported on or via a system, to be delivered to the AIM unit.

2.2 The AIM unit in turn had to have their system also in place in order to validate and promulgate the information accordingly.

2.3 ATIS information from the ATC had to either be upgraded and/or manually overridden, to have the information available on it.

2.4 Many States in the NACC region has indicated that the title of SNOWTAM is misleading, as the region is mostly not having SNOW and icing conditions. Suggestion to adapt the name has been brought to the table during meetings.

3. Progress of States on GRF Implementation

3.1 Many States have undergone the needed training, for AIM, ATM and Aerodrome personnel.

3.2 Reporting of the Runway Surface Condition is dependent on the timely and accurate reporting from the Aerodrome Operations.

3.3 Some States have systems in place to assist the process of reporting on (for the Aerodrome Operations) and for the publication of such information. States not having such system in place often publish this information in NOTAMs. Publishing of the GRF (SNOWTAM) information via NOTAM, can be concluded that since November 4th 2021, as described in the State letters referred to, is not the method to promulgate such information.

4. NAMCCAR State - GRF Implementation Status – JUL 2024

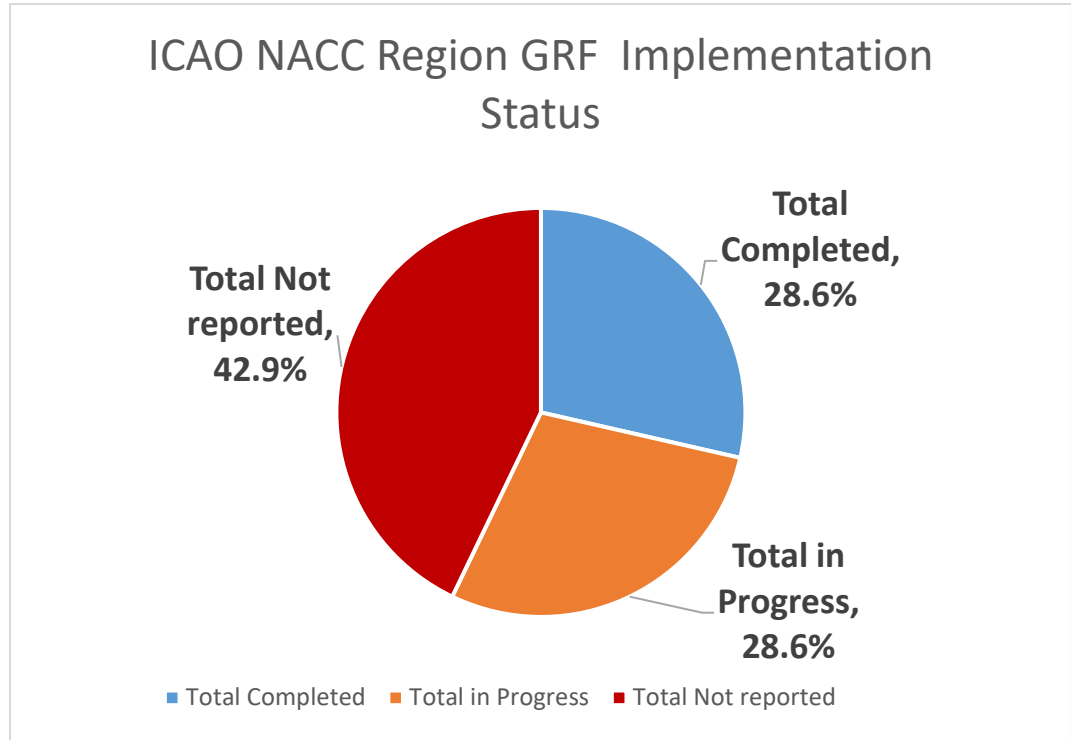
4.1 The following table and chart illustrate the progression of each State for the implementation of GRF.

GRF Implementation Status NACC - AIM TF report

<i>State</i>	<i>Current Implementation Status: AIM Unit</i>	<i>Current Implementation Status: Airport OPS</i>	<i>Implement on NOV 04-2021?</i>	<i>If not implemented yet, by when? >>>></i>	<i>>>> is ICAO NACC informed of the differences?</i>	<i>BRIEF GRF Implementation overall experience / evaluation</i>
Antigua and Barbuda	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021
Bahamas	In progress	In progress	No	N/A	N/A	In conversations with Civil Aviation authority
Barbados						
Belize						
Canada	Completed	Completed	Yes	N/A	Yes	GRF implementation since 12 AUG 2021
Costa Rica	Completed	Completed	No	4-Nov-22	Yes	GRF implementation NOV 4 - 2022
Cuba	In progress	In progress	No	30-Nov-22	Yes	
Curaçao (Aruba, Bonaire, Sint Maarten, Saba, St. Eustatius, Saba)	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021, is carried out accordingly.
Dominica						
Dominican Republic	In progress	In progress	No	31-Mar-25	No	
El Salvador	In progress	In progress		4-Nov-22	Yes	Contact persons have been appointed, and documents to be amended have been identified.
Grenada						
Guatemala	Completed	Completed	NO	10-Jun-23	Yes	GRF Implementation Jun-10-2023
Haïti						
Honduras	In progress	In progress	No	31-Dec-22	Yes	
Jamaica	In progress	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021. AIP Supplement 12/24 in effect. NMIA implemented GRF . Assessment and reporting in effect. SNOWTAM Implementation in progress (Target Date: 30/11/24.)
Saint Lucia	In progress	In progress	No	31-Dec-22	No	
México	In progress	In progress	No	???	No	
Montserrat						
Nicaragua						
Trinidad and Tabago	Completed	Completed	Yes	N/A	N/A	GRF implementation NOV 4 - 2021
United States / FAA						

AIM Units of NAMCCAR

States	Total 21	Average Implementation %
Total Completed	6	28.6%
Total in Progress	6	28.6%
Total Not reported	9	42.9%



5. Suggested actions

5.1 The States are invited to:

- a) maintain their information/data up to date each year, as described in Section 4.