

DUS Airport – GRF Implementation

Jens Essers
Volker Kastelan
Duty Traffic Management
DUS Airport
jens.essers@dus.com

Overview

- DUS Airport – Information, Winter OPS Responsibilities, Weather Conditions
- Preparation and Training
- Implementation Process
- Challenges and Benefits

DUS Airport – Information

- Runways 05/23
 - 3000m/ 2700m x 45m
 - concrete
 - displaced thresholds
 - partially grooved and grinded
- Flight Movements: 225.000 (2019)
- PAX: 25 Mio (2019)

DUS Airport – Winter OPS Responsibilities

- Duty Traffic Management is responsible for:
 - Winter Operation Plan (create and update)
 - Winter Operation (planning, processing, monitoring)
 - RWY Assessment and Reporting
 - Documentation (shift reports, SNOWTAMs, RCRs)

DUS Airport – Weather Conditions

- Main wind direction southwest (80%)
- Winter temperatures around freezing point (frequent changing conditions)
- **Often:** FREEZING RAIN, FREEZING FOG, FROST
- **Less:** WET SNOW, SLUSH
- Decreasing winter operation days (less operating with loose contaminants)

Preparations and Training

- The subject friction is embedded in the duty traffic management
- Regular participation in events according to friction and GRF
- Exchange of ideas with other airports
- Two duty traffic managers assigned to train the department
- Coordination with DUS safety management and DUS EASA compliance management
- Creation of training documents based on ACI/ ICAO GRF training course

Preparations and Training

- Basic Trainings start in autumn 2019 and were completed in December 2019
- Consideration: All members of the department should be able to work simultaneously with GRF in winter ops 2019/20
 - this plan didn't really work - no winter in DUS 2019/20
 - no chance to collect experience values

Preparations and training

- Recurrent training course in autumn 2020 (postponing of GRF)
 - nearly the same weather situation as in the last season (only 2 – 3 days of winter ops)
 - no really chance to get practical experience for all members of the department
- Notes:
 - ICAO/ ACI Worksheet was not very helpful but rather confusing
 - no resistance towards the new format
 - sometimes uncertainty according how to do without a friction tester

Implementation process

- Arrangement with ATC to perform a 4 week trial period before the official GRF start in AUG 2021
 - this time the plan works
 - all participants were practically introduced in process and communication
- Fluent transition from test trial to official GRF start
- Sometimes small uncertainties in the initial situation
 - e.g. lower rwy designator versus landing direction
 - e.g. information on the ATIS
- Starting GRF in August instead of November was a reasonable measure

Challenges

- Winter conditions DUS affect education and training
- Loss of winter ops experience – e.g. demography
- Need for yearly recurrent training before winter season
- Increasing number of SNOWTAMs (e.g. RWY CHEM TREATED)
- Limitations due to strong wind combined with RWY Condition WET

Benefits

- Increasing safety – RWY assessment is now daily business
- Improvement of collaboration and communication with ATC
- GRF enables more flexibility (e.g. assessment in high traffic)
- **In total we regard implementation of GRF as success**

**Düsseldorf
Airport**



Thank you for your attention.

Flughafen Düsseldorf GmbH
Jens Essers
Duty Traffic Management

Jens.Essers@dus.com
dus.com