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## AERODROMES

### GENERAL

#### IMPLEMENTATION OF THE GLOBAL REPORTING FORMAT (GRF)

##### **Purpose**

The purpose of this AIC is to advise and communicate to the Aviation Industry and Stakeholders of the new ICAO runway assessment and reporting methodology known as Global Reporting Format (GRF), which will be globally applicable from 04<sup>th</sup> November 2021.

##### **Background**

A runway excursion is defined as a “veer off or overrun of the runway surface”, which can happen during landing or take off. One main contributing factor involves adverse weather conditions that result in the runway surface being contaminated by snow, ice, slush or water, with potentially negative impact on an aircraft’s braking, acceleration or controllability. To help mitigate the risk of excursion, ICAO has developed a harmonised methodology for the assessing and reporting of runway surface conditions, known as the Global Reporting Format (GRF).

##### **GRF General Information**

GRF is meant for aerodrome operators to rapidly and correctly assess runway surface conditions, whether they are exposed to wet runway conditions, snow, slush, ice, or frost, including rapidly changing weather conditions such as those experienced during winter or in tropical climate.

Pilots will assess the reports and determine their aircraft’s performance by correlating a unique code with performance data, provided by the aircraft manufacturer. This will assist pilots to correctly carry out their landing and take-off performance calculations for wet or contaminated runways. Pilots will also be able to report their own observations of runway conditions, thereby confirming the initial assessment report, or provide an alert to changing conditions.

This information will all be relayed from the Aerodrome Operator to the pilots, through Air Traffic Control (ATC) units or applicable AIS Units, in the form of a SNOWNOTAM. If the conditions of the runway have changed, pilots will also file the changing conditions, based on their own assessments of the aircraft performance, back to ATC Units, who will inform subsequent traffic, aircraft and relevant AIS units to make the necessary adjustments accordingly.

*The Air Traffic Controllers will need to understand the information in the same way that the Aerodrome Operator does. When the pilots are given the information, it must make sense, while the dispatchers, who provide the route briefs to pilots, including the destination airport information, will need to understand the information.*

**Notification to all aviation industry stakeholders**

*The new Reporting Format will have an impact on the Civil Aviation Regulations, Guidance material, and Aerodrome Manuals, as well as Air Traffic Management, at Aerodromes, including AIS reporting formats. It is therefore important for the SACAA to run awareness campaigns in the form of workshops/webinars.*

*The CARS have been amended to outline these requirements and to better prepare the industry for effective implementation, together with SA-CATS containing further requirements.*

*Furthermore, as part of the implementation plan, the SACAA will be running a series of awareness campaigns at Aerodromes Local Runway Safety Teams meetings.*

*Please visit [www.caa.co.za](http://www.caa.co.za) for more information on the upcoming events on GRF.*



**DIRECTOR OF CIVIL AVIATION**