AERONAUTICAL INFORMATION CIRCULAR

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AIC

01/21

04 NOV 2021

Subject: Implementation of the Global Reporting Format (GRF) on Runway Surface Conditions in Bangladesh.

1. General

1.1 The new ICAO methodology for assessing and reporting runway surface conditions commonly known as the Global Reporting Format (GRF) enable the harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance.

1.2 The GRF, applicable on 4 November 2021 by ICAO, is described through amendment 13-B to Annex 14-Aerodromes, Volume 1-Aerodrome Design and Operations; Annex 3 – Meteorological Service for International Air Navigation; Annex 6-Operation of Aircraft, Part I-International Commercial Air Transport-Aeroplanes and Part II-International General Aviation-Aeroplanes; Annex 8-Airworthiness of Aircraft; Annex 15-Aeronautical Information Services and Procedures for Air Navigation Services(PANS)-Aerodromes (PANS-Aerodromes, Doc 9981), Aeronautical Information Management (PANS-AIM, Doc 10066) and Air Traffic Management (PANS-ATM, Doc 4444). However, Bangladesh has targeted to implement GRF on 4 August 2022.

2. Flow of Information

<table>
<tr>
<td rowspan="2">Aerodrome Operator assesses the runway surface conditions including contaminants for each third of the runway length and report it by means of a uniform runway condition report (RCR).</td>
<td>Aeronautical information services (AIS) provide the information received in the RCR to end users (SNOWTAM).</td>
<td rowspan="2">Aircraft Operators utilize the information in conjunction with the performance date provided by the aircraft manufacturer to determine if landing or take-off operations cab be conducted safely and provide runway braking action special air-report (AIREP)</td>
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<tr>
<td>Air Traffic Services (ATS) provide the information received via the RCR to end users (Radio, ATIS) and received special air-reports.</td>
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2.1 Collection of information

Aerodrome operator is responsible to assess the condition of the runway for each third of the runway and issue a Runway Condition Report (RCR). This report contains the RWYCC (Runway Condition Code) and information which describes the runway surface condition:

Type of contamination: depth, coverage for each third of the runway, etc. and other relevant information. This code is derived from the Runway Condition Assessment Matrix (RCAM) and associated procedures for downgrading and upgrading.

Note: Details of the Global Reporting Format is contained in the Procedures for Air Navigation Services (PANS)- Aerodromes(PANS-Aerodromes, Doc 9981) and ICAO Circular 355 (Assessment, Measurement and Reporting of Runway Surface Conditions).

Runway Condition Assessment Matrix (RCAM)			
Assessment		**Downgrade Assessment Criteria**	
Runway Condition	Runway Surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	DRY	-	-
5	WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	-15ºC and Lower outside air temperature : ▪ COMPACTED SNOW	Braking deceleration OR directional Control is between GOOD and MEDIUM	GOOD TO DEDIUM
3	WET (“Slippery wet” where the roughness value is below the provisions)	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably	MEDIUM
2	STANDING WATER (More than 3 mm depth of water) / SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	▪ ICE2	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is Poor.	POOR
0	▪ WET ICE ; WATER ON TOP OF COMPACTED SNOW ▪ DRY SNOW or WET SNOW ON TOP OF ICE 2	Braking deceleration is minimal to nonexistent for the wheel braking effort Applied OR directional control is uncertain.	LESS THAN POOR

2.2 Dissemination of information :

a. Aeronautical information services (AIS) provide the information received in the RCR to end users through SNOWTAM in the new format.

Note : Details of the new SNOWTAM format is contained in the Procedures for Air Navigation Services (PANS)—Aeronautical Information Management (PANS-AIM, Doc 10066). Additional information on the SNOWTAM format could be found in the ICAO EUR/NAT Guidance on the Issuance of SNOWTAM.

b. Air Traffic Services (ATS) provide the information received via the RCR to end users through radio, ATIS, etc. and received special air-reports.

2.3. Using the Information

Aircraft operators utilize the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely and provide runway braking action special air-report (AIREP).

3. IMPLEMENTION PLAN

3.1. Date of implementation

a. The new ICAO GRF including the new SNOWTAM format will be implemented in Bangladesh on 4 August 2022 at 0000.

b. The National GRF Implementation Plan of Bangladesh is contained at Attachments - A to this Circular.

3.2. National GRF implementation Team

Bangladesh GRF implementation team are includes: Director (Flight Standard, Regulations & International Affairs), CAA of Bangladesh, Aerodrome Operator, ANSP (ATS, AIS & MET) and Aircraft Operators.

3.3. Stakeholders involved

The following stakeholders in Bangladesh are involved in the implementation of the GRF :

a. DFSR & IA, CAAB
b. Aerodrome Operator
c. ANSP (ATS, AIS & MET)
d. Airlines (flight operations departments, dispatchers, pilots etc.)

3.4. Coordination between aerodromes, AIS and ATS units

Aerodrome, AIS and ATS will perform close cooperation and coordination to ensure flow of information to reach the end users.

3.5. Training and awareness:

a. Aerodrome operator personnel who respond runway condition assessment and report shall be sufficiently trained with Global Reporting Format for Runway Surface Condition Assessment and Reporting.

b. ANSP (ATS, AIS & MET) Shall be sufficiently trained as appropriate with Global Reporting Format (GRF) for Runway Surface Conditions.

c. Airlines (flight operations departments, dispatchers, pilots) shall be sufficiently trained with Global Reporting Format (GRF) for Aircraft Operators and Flight Crew.

3.6 Tests and Trials

Tests and trials as described on National GRF Implementation Plan of Bangladesh (GRF 14) as Attachment-A will be carried out.

4. CHANGE AND CANCELLATION

Any changes or *cancellation* of this circular will be superseded by a new circular.

NEW ICAO METHODOLOGY FOR ASSESSING AND REPORTING RUNWAY SURFACE CONDITIONS (GRF) IMPLEMENTATION ACTION PLAN TEMPLATE[1]

BANGLADESH **Attachment-A**

ID	ACTION	ENTITY RESPONSIBLE	TARGET DATE[2]	IMPLEMENTATIN DATE[3]	REMARKS[3]
GRF 1	Review ICAO provisions and guidance and other organizations guidance	CAA	30-09-2021	---	--
GRF 2	Designate a focal point to coordinate implementation activities at the national level.	Director Flight Standard, Regulations & International Affairs, E-mail: dfsr@caab.gov.bd, CAAB	31/12/2020	Implemented (04.08.2021)	
GRF 3	Indentify concerned focal points in each entity (CAA, Airport, ANSP, Aircraft operators- include BA, GA and military as applicable)	CAA, Airports, ANSP, Aircraft Operators	30/09/2021		
GRF 4	Establish an Implementation Coordination Team including staff from the identified stakeholder entities	CAA	15/10/2021		

CRF 5	Conduct the initial training for the CAA, Airports, ANSP and Aircraft Operators; personnel (e.g. ICAO/ACI/IATA online courses, national awareness workshop, etc.)	CAA	01/12/2021		
CRF 6	Identify regulations, standards, procedures and guidance material to be developed/amended	National Focal Point and the Implementation Coordination Team	16/12/2021		
GRF 7	Develop a detailed national implementation plan and safety risk assessment. Each entity should also establish its specific implementation plan and safety risk assessment.	CAA, Airports, ANSP, Aircraft operators	16/12/2021		
GRF 8	Identify the necessary means and resources for the implementation (human, financial and material resources)	National Focal Point and the Implementation Coordination Team	16/12/2021		
GRF 9	Consult with Airport Runway Safety Teams	Airports	15/01/2022		
GRF 10	Develop and promulgate regulations and standards.	CAA	15/01/2022		
GRF 11	Development procedures and guidance material (translate if required)	National Focal Point and the Implementation Coordination Team	15/02/22		
GRF 12	Provide the necessary means and resources for the implementation (human, financial and material resources)	CAA, Airports, ANSP, Aircraft operators	01/03/2022		
GRF 13	Conduct On- the- Job Training (OJT) on the implementation (ACI on- site GRF training course is available to support Airports)	CAA, Airports, ANSP, Aircraft operators	01/05/2022		
GRF 14	Perform tests/trials prior to the effective implementation	All	01/07/2022		
GRF 15	Applicability date for the new methodology for assessing and reporting runway surface conditions.	All	04/08/2022		

Remarks: [1] To be tailored and detailed by States; [2] Target dates are indicative only; [3] For input by States.