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AIC
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GLOBAL REPORTING FORMAT (GRF) WITHIN GABORONE FIR

1. Purpose

This Circular is applicable to all the Air Navigation Service Providers, Airport Operators, Flight Safety Air Worthiness, Flight Safety Operations, Aeronautical Meteorological Services, Aircraft Operators and Pilots (in Botswana).

It is intended to notify all stake holders of a new reporting format of runway surface conditions which brought some amendments to Annexes 3, 6, 8, 15, and 14 Volume 1 and ultimately to Civil Aviation regulations related to these Annexes.

2. References

Annex 3
Annex 6
Annex 8
Annex 14, Volume 1
Annex 15
PANS Air Traffic Management (Doc 4444)
PANS Aeronautical Information Management (Doc 10066)
PANS Aerodrome (Doc 9981)
Assessment, Measurement and Reporting of Runway Surface Conditions (Cir 355)
Aeroplane Performance Manual (Doc 10064)

3. Background

ICAO introduced a new ICAO methodology for assessing & reporting runway surface conditions, the Global Reporting Format (GRF) which was supposed to be effective in 5th November 2020, but due to the outbreak of Covid 19 pandemic, the effective date was moved to 4th November 2021.

GRF is intended to mitigate against runway excursions which studies have revealed the majority are a result of unsafe runway conditions. The methodology requires aerodrome operators to assess and timely report runway surface conditions in a standardised manner to Air Traffic Controllers and Aeronautical Information Service for relaying to pilots. The pilots are then to match the information received against the performance of the aircraft to execute appropriate actions, which include landing braking actions, and aborting landings or departures.

4. GRF Implementation

4.1 Aerodromes Operators

Aerodromes Officers will be required to assess the Runway Surface Conditions, including contaminants and Report them in a standardised Runway Condition Report (RCR).

4.2 Aeronautical Information Service

Disseminates RCR that is harmonized with the provisions in Annex 14, Volume I and PANS-Aerodromes as well as the performance information required to be used in the operation of aeroplane.

4.3 Air Traffic Services

Relay RCR and/or Special Air Reports in a Correct taxonomy and phraseology to flight crew.

4.4 Aircraft Operators (Pilots)

Utilise the RCR in conjunction with the performance data provided by aircraft manufactures to determine if landing or take off operations can be conducted safely and also provide an air report (AIREP) which informs other pilots with an indication of the degree/quality of expected braking action on the runway.

5. Effective date

The effective date for GRF implementation is on the 4th November 2021.