



PRESENTATION ON THE IMPLEMENTATION OF GRF. ZAMBIA

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OVERVIEW

- **The presentation will highlight the following:**
 - 1. Brief Introduction
 - 2. Zambia's Experience of Implementing the new GRF
 - 3. Challenges
 - 4. Conclusion



INTRODUCTION

- Zambia currently has fully implemented the New Global Reporting Format for Runway Surface condition as required by the amendments to the ICAO SARPs (Annex 3,6,8,14 and 15) .
- In its quest to implement the New GRF, Zambia formulated a National Implementation Team that consisted of personnel from the CAA, Personnel from the Aerodrome Operator side being AIS, ATC and Engineers in charge of runway surface conditions. The team also included representatives from Airline operators and the Military



ZAMBIA'S EXPERIENCE



- Among other Terms Of Reference for the team was to formulate the National Implementation Plan (NIP) that had key milestone detailing tasks, champions and timelines
- Some of the key highlights of the NIP was to ensure the CAA develops and promulgates Regulations and Technical Guidance Material to enable the implementation of GFR. The Technical guidance material was both for the CAA inspectorate and the operators. (Doc 9981, Doc 10066, Doc 4444 and Cir 355)



ZAMBIA'S EXPERIENCE



- The other key highlights of the NIP, where for sensitization workshops to be conducted for the key Stakeholders by trained personnel. This was done at all our four International Airports.
- In the sensitization workshops emphasis was placed on the need for personnel to also undergo formal training, though this proved a challenge due to budget constraints of the various institutions. Workshops conducted by ICAO regional offices on GRF proved beneficial as a number of personnel could attend virtually at no cost.



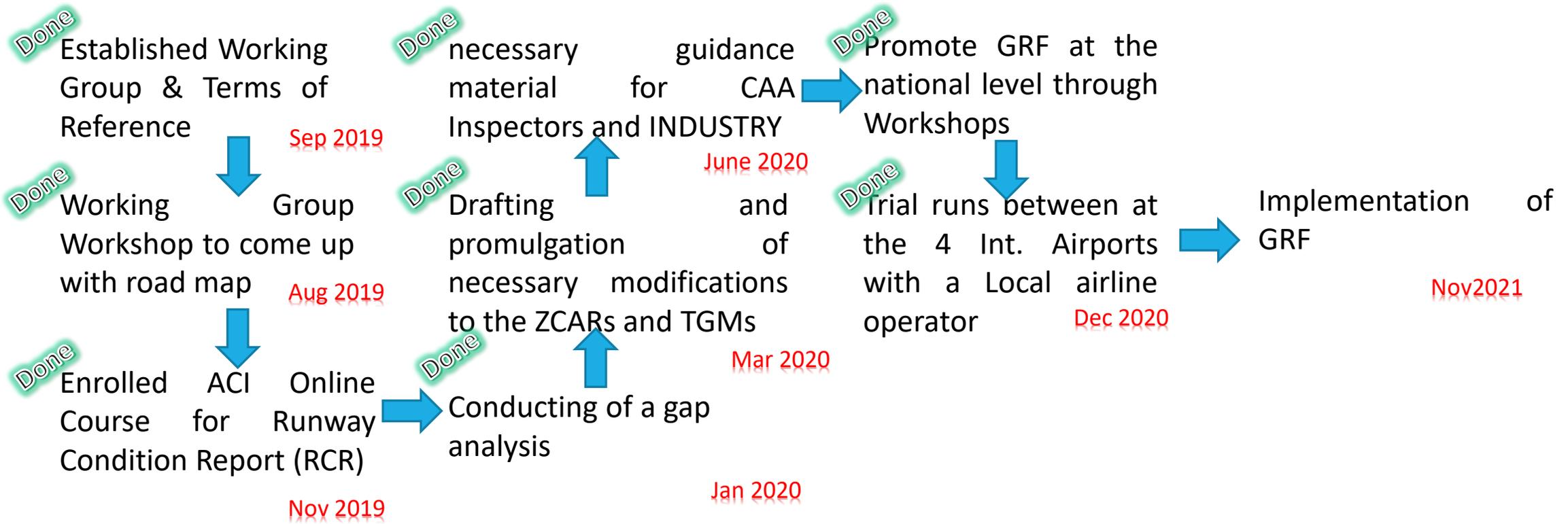
ZAMBIA'S EXPERIENCE



- Another milestone of the NIP was to conduct a risk assessment due to the Change (Management of Change). This was essential to ensure all perceived risks/hazards are properly captured and mitigation measures are planned for and implemented once the new GRF is effective.
- Lastly on some of the key milestones was need to conduct dry runs at all four International airports in Zambia. This was to ascertain the level of readiness of relevant stakeholders to implement GRF and offer some form of OJT. The dry runs were conducted during the window period communicated by ICAO EASF regional office of 6th to 27th September 2021.



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- Pic 1: Dry Runs and sensitization workshops being conducted



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Runway Condition Assessment Worksheet
Assess the % coverage of runway contamination for each runway third

Asses No. _____

Airports **FLMF** Aerodrome _____
Date/Time (UTC) of assessment (MMDDhhmm) **04080600**
09
Lower Runway Designator _____
°C Outside Air Temperature _____

< 10% coverage NR (No contaminant is reported) RWYCC - 6 to be generated for that third.	≥ 10% - ≤ 25% coverage Report contaminant coverage at 25% RWYCC - 6 to be generated for that third.	> 25% coverage ≥ 25 to 55% report coverage as 50% ≥ 55 to 75% report coverage as 75% ≥ 75 to 100% report coverage as 100%.	RWYCC for that third shall be based on the contaminant present and temperature considerations.
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NOTE: RCR not required if all RWY thirds have >10% coverage (unless making a final report to advise the RWY is no longer contaminated).

1st RWY Third For coverage 25% or less (≤25%) enter Code 6. For coverage greater than 25% (>25%), follow the steps below: - Identify any contaminant that covers more than 25% of the RWY third. - Identify % coverage. - Identify depth (if applicable). - Identify Runway Condition Code. - Record the most restrictive code in the box to the right.	2nd RWY Third For coverage 25% or less (≤25%) enter Code 6. For coverage greater than 25% (>25%), follow the steps below: - Identify any contaminant that covers more than 25% of the RWY third. - Identify % coverage. - Identify depth (if applicable). - Identify Runway Condition Code. - Record the most restrictive code in the box to the right.	3rd RWY Third For coverage 25% or less (≤25%) enter Code 6. For coverage greater than 25% (>25%), follow the steps below: - Identify any contaminant that covers more than 25% of the RWY third. - Identify % coverage. - Identify depth (if applicable). - Identify Runway Condition Code. - Record the most restrictive code in the box to the right.
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Depth: More than 3mm / Assessed depth mm: _____

Situational Awareness Section

RWY reduced length LDA _____ m

RWY Drifting snow RWY Loose sand

RWY Snowbanks L of CL _____ m / Ref CL _____ m

TWY Snowbanks L of CL _____ m / Ref CL _____ m

Asym: reduced RWY width RWL _____ m FM CL _____ m

TWY _____ Pool _____

Asym _____ Pool _____

Other _____

State approved CFME Braking coefficient _____

Adjusted RWYCC _____

ONLY if Downgrade/ Upgrade Assessments used:
Downgrade/ Upgrade Criteria: _____

RCR **FLMF** **04080600** **09** **666** **NR/NLINK** **NR/NLINK**
Aerodrome Date & Time RWY RWYCC % Coverage Depth in mm
DRY **1 DRY** **1 DRY**
Contaminant Type 1st Third Contaminant Type 2nd Third Contaminant Type 3rd Third

Assessment Done by: **Dawes Phiri** Sign: _____
Received by A/S Officer: **CHITIST 9** Sign: _____
Time Received: **0815 UTC**

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➤ Pic 2: Sample of Runway Condition Assessment Worksheet



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➤ Pic 3: Sample of SNOWTAM.

➤ (Can you spot the error in the test SNOWTAM)



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- Pic 4: Sample of RCAM and AMHS .
- (Can you spot the error in the test SNOWTAM)



CHALLENGES

- Change Management (Break in traditional way of assessing runway surface conditions)
- Financial resource constraints due to COVID 19 adverse effects
- Training of all personnel



CONCLUSION

- The successful implementation of GRF by Zambia was premised on a successful collaboration between all stakeholders, effective training and continuous improvement.
- Challenges are still arising from which improvements are still being done. The implementation team closely works with the runway safety teams to ensure close monitoring of risks and mitigation measures implemented to ensure that acceptable levels of safety are maintained.



CONCLUSION

- THANK YOU
- Any questions