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**A
AIC**
Circular NR 02
01 DEC 2025

GLOBAL REPORTING FORMAT FOR RUNWAY SURFACE CONDITIONS (GRF)

1. OBJECT

- 1.1 The objective of this Aeronautical Information Circular is to inform about the implementation of the new **Global Reporting Format for Runway Surface Conditions** that can be used from 21 JUL 2022, at the airports of Montevideo/Intl de Carrasco (SUMU) and Maldonado/Intl Carlos A. Curbelo (SULS).

2. GENERAL

- 2.1 The Global Reporting Format for Runway Surface Conditions (GRF) is a new ICAO methodology to assess and report the condition of the movement area applicable to different meteorological conditions.
- 2.2 It is applied in the presence of water, snow, slush, ice, or frost on the runway.
- 2.3 The GRF is the best evaluation that the aerodrome operator can make of the runway surface condition mainly. It is based on the information compiled regarding the type of contaminant present on the pavement, its thickness and coverage, and the ambient temperature. From this evaluation, the Runway Condition Reporting (RCR) is generated, which shall be notified to users.
- 2.4 With this information, the aircrew can calculate, based on the information on the performances provided by the aircraft manufacturer, the braking distance necessary for the aircraft under the expected conditions.
- 2.5 When all or part of the runway is contaminated with standing water, snow, slush, ice, or frost, wet (up to and including 3 mm depth) or if it is wet as a result of cleaning or treatment, the RCR report shall be broadcast through the ATS services.

3. CONTENT OF THE REPORT

- 3.1 The RCR consists of two parts:
- a) Aircraft performance calculation section.
 - b) Situational awareness section.

a) Aircraft performance calculation section

<i>INFORMATION</i>	<i>TYPE</i>
A) Aerodrome location indicator.	Mandatory
B) Date and time of assessment.	Mandatory
C) Lower runway designator number.	Mandatory
D) Runway condition code (RWYCC) on each runway third.	Mandatory
E) Per cent coverage for each runway third.	Conditional: this is not reported for cases of a runway third which is dry or has coverage below 10%. NR = no information available
F) Depth of loose contaminant for each runway third.	Conditional: this is notified only for dry snow, wet snow, slush or standing water. NR = no information available
G) Condition descriptor for each runway third.	Mandatory
H) Width of runway to which the runway condition codes.	Where applicable

Representation of the Aircraft performance calculation section:

<u>NNNN</u>	<u>MMDDhhmm</u>	<u>00[X]</u>	<u>n/n/n</u>	<u>n/n/n</u>	<u>n/n/n</u>	<u>nn/nn/nn</u>	<u>nn</u>
Aerodrome	Date-Time	Runway	RWYCC	Coverage %	Depth	Contaminant	Runway width
1.	2.	3.	4.	5.	6.	7.	8.

The RWYCC values and the Contaminant descriptor can be obtained from the Runway Condition Assessment Matrix (RCAM).

Runway Condition Assessment Matrix (RCAM):

The the Runway Condition Assessment Matrix (RCAM) is the tool that shall be used when evaluating the condition of the runway surface and thus obtaining the runway condition code (RWYCC)

Runway Condition Assessment Matrix (RCAM)			
<i>Assessment criteria</i>		<i>Downgrade assessment criteria</i>	
<i>Runway condition code (RWYCC)</i>	<i>Runway surface description</i>	<i>Aeroplane deceleration or directional control observation</i>	<i>Pilot report of runway braking action</i>
6	<ul style="list-style-type: none"> • DRY 	---	---
5	<ul style="list-style-type: none"> • FROST • WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) <p>Up to and including 3 mm depth:</p> <ul style="list-style-type: none"> • SLUSH • DRY SNOW • WET SNOW 	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<p>–15°C and Lower outside air temperature:</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> • WET ("slippery wet" runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW <p>More than 3 mm depth:</p> <ul style="list-style-type: none"> • DRY SNOW • WET SNOW <p>Higher than –15°C outside air temperature:</p> <ul style="list-style-type: none"> • COMPACTED SNOW 	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<p>More than 3 mm depth of water or slush:</p> <ul style="list-style-type: none"> • STANDING WATER • SLUSH 	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	<ul style="list-style-type: none"> • ICE 	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	<ul style="list-style-type: none"> • WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE 	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

For the purposes of assigning the RWYCC values, the runway is divided into 3 thirds, (the first third is the one that begins at the threshold), and a value (from 0 to 6) is assigned to each of them.

b) Situational awareness section

<i>INFORMACIÓN</i>	<i>TIPO</i>	<i>TEXTO A UTILIZAR</i>
I) Reduced runway length	Conditional: it shall be notified when a NOTAM has been published with a new set of declared distances that affects the LDA.	RWY 00 LDA REDUCED TO 00 M.
J) Drifting snow on the runway	Conditional.	RWY 00 DRIFTING SNOW.
K) Loose sand on the runway	Conditional.	RWY 00 LOOSE SAND.
L) Chemical treatment on the runway	Conditional.	RWY 00 CHEMICALLY TREATED.
M) Snowbanks on the runway	Conditional. Distance left or right in metres from the runway centre line	RWY 00 SNOWBANK LR00 FM CL.
N) Snowbanks on taxiway	Conditional. Distance to the left or right in metres from the taxiway centre line	TWY X SNOWBANK LR00 FM CL.
O) Snowbanks adjacent to the runway	Where applicable.	RWY 00 ADJ SNOWBANKS.
P) Taxiway conditions	Where applicable.	TWY X POOR.
Q) Apron conditions	Conditional.	APRON XXX POOR.
R) State-approved and published use of measured friction coefficient	Where applicable.	(Format established by the State).
S) Plain language remarks using only allowable characters in capital letters	Where applicable.	(Clear uppercase text).

Representation of the Situational awareness section:

RWY 00 nnnn

Runway condition

TWY XXXXX nnnn

TWY ID condition

APN XXXXX nnnn

APN ID condition

4. INFORMATION TO BE TRANSMITTED BY ATS

4.1 The Global Reporting Format for Runway Surface Conditions to be transmitted via communications and/or ATIS by third runway shall consist of:

- RWYCC.
- Typo of contaminant.
- Any other information of the RCR that is considered relevant, for example:
 - a) For landings: runway exit taxis in poor condition.
 - b) For takeoffs: depth of the contaminant (where applicable).

5. PIREP (PILOT BRAKING ACTION REPORTS)

5.1 Under adverse weather conditions, the pilot's report on the braking efficacy they have experienced on landing constitutes significant information for the airport's evaluation of the runway condition.

5.2 The important information the pilot should communicate to the air traffic controller is:

- The braking action evaluated.
- Type of aircraft.
- Runway third on which landed.

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