

INTERNATIONAL CIVIL AVIATION ORGANIZATION
**Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-group
(AAO/SG5)**

Virtual, 23 to 26 August 2022

Agenda Item 3: Achievements in AOP
Status of implementation of Global Reporting Format
(Presented by RWANDA)

SUMMARY
<p>This paper presents the Actions taken by Rwanda to meet the Requirements of the Global Reporting Format for Runway Incursions and also highlights the current Status of Implementation of the same,</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> • ICAO Annex 14 • PANS Aerodromes • APIRG/24 Report
<p>ICAO Strategic Objectives</p> <ul style="list-style-type: none"> • Safety • Air Navigation Deficiencies

1. INTRODUCTION

1.1 The information paper presents action being undertaken by Air Navigation Service Providers in the Republic of Rwanda in the implementation of the Global Reporting Format (GRF) with the aim of enhancing runway safety. Runway safety continued to be a high-risk safety factor in the AFI region.

2. Discussion

2.1. Runway safety, more so to prevent runway excursion, is critical to maintaining and improving the safety record in AFI States. It is paramount to fully implement of GRF in the region in order to avoid any confusion especially as operations are conducted between states as GRF was introduced to create uniformity of the reporting

- 2.2.The ICAO GRF Map indicated that the implementation of GRF is at 55% in ESAF and 30.6% in WACAF. AFI has made good progress but still has more work to be done toward full implementation.
- 2.3.For effective implementation, Rwanda established two methods of implementation, CAA-Operator implementation commitment, and CAA-Runway Safety Teams implementation commitment.
- 2.4.Through The Runway Safety Team, the CAA was able to follow up and create an open platform for discussion on the implementation challenges and way forward.
- 2.5 In reference to the ICAO guidance material, Rwanda revised its regulations to domesticate the ICAO amendments and subsequently published further guidance material through advisory circulars.
- 2.5.1 A national roadmap was developed to ensure implementation milestones by the ANSP, the Aerodrome operators, and the Air operators. This coordinated roadmap was aimed at ensuring that a feasible timeline for a dry run was attained. The Dry run was aimed at providing knowledge, experience and practice in preparation for the full adoption as the global deadline of 05 November 2021.
- 2.5.2 During the dry run, information was provided on both the GRF format and the current system. This provided for pilots to use whichever information they were comfortable with and also provide feedback to the ANSP and RST for improvement.
- 2.5.3 Additionally, respective offices in the CAA followed up with the operators to ensure compliance with the regulations and provide guidance.
- 2.5.4 To capture the fast-changing information especially during the rainy season, Rwanda has continued to encourage operators to use technological tools in the collection and dissemination of information.

3. CONCLUSION

The Purpose of this paper is to:

1. Bring to the attention the Progress made by Rwanda in Implementation of GRF
2. Urge States to ensure full implementation of GRF for uniformity in reporting of Runway Surface Conditions
