

## AERONAUTICAL CIRCULAR CIVIL AVIATION AUTHORITY – MACAO, CHINA

**SUBJECT:**

**GLOBAL REPORTING FORMAT OF RUNWAY SURFACE CONDITIONS**

**EFFECTIVE DATE:**

04 November 2021

**CANCELLATION:**

Nil.

**GENERAL:**

The President of Civil Aviation Authority – Macao, China, in exercise of his power under Paragraph 89 of the Air Navigation Regulation of Macao (ANRM) and Article 35 of the Statutes of Civil Aviation Authority, approved by the Decree-Law 10/91/M, established this Aeronautical Circular (AC).

**1 Introduction**

Paragraphs 28, 33, 105 and Part D of the Ninth Schedule to the ANRM specify the operating conditions and in-flight procedures requirements for take-off, approach and landing. Taking into account the International Civil Aviation Organization (ICAO) introduced new provisions for the Global Reporting Format (GRF), which will be applicable on 04 November 2021, to enable harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance, this AC is issued to promulgate pertinent requirements in accordance with the ICAO Annex 6 to support the forthcoming GRF implementation.

## 2 Applicability

This AC is applicable to operators of Macao registered aeroplanes.

## 3 Amendment to the ANRM

Considering the need to update the ANRM requirements according to the International Civil Aviation Organization (ICAO) Annex 6, Part I and Part II provisions, from 04 November 2021, the following amendments will be made to the ANRM.

- *Paragraph 28(3) in Part V to the ANRM will be amended as:*

(3) The requirements specified in Part D of the Ninth Schedule in respect of the aerodrome or landing location operating minima, meteorological and other operating conditions required for take-off, approach and landing shall be complied with in respect of every aircraft to which paragraph 24 of this Regulation applies.

- *New provision will be integrated into paragraph 33(2) in Part V to the ANRM:*

(2) In relation to every flight to which this paragraph applies, the pilot-in-command of the aircraft shall:

(g) report the runway braking action special air-report (AIREP) when the runway braking action encountered is not as good as reported.

*Note: The procedures for making special air-reports regarding runway braking action are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, ICAO Doc 4444).*

- *New provision will be integrated into paragraph 105 in Part XIII to the ANRM:*

(4) The pilot-in-command shall report runway braking action when the runway braking action encountered is not as good as reported. An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

*Note 1: The procedures for making special air-reports regarding runway braking action are contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, ICAO Doc 4444).*

*Note 2: Guidance for using runway surface condition information is contained in the Aeroplane Performance Manual (ICAO Doc 10064).*

- *New provision will be integrated into Part D in Ninth Schedule to the ANRM:*

(16) An approach to land shall not be continued below 300 m (1 000 ft) above aerodrome elevation unless the pilot-in-command is satisfied that, with the runway surface condition information available, the aeroplane performance information indicates that a safe landing can be made.

*Note: Guidance for using runway surface condition information is contained in the Aeroplane Performance Manual (ICAO Doc 10064).*

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