



Report of GRF Dry Run Tests Conducted by Kenya Airports Authority

**Presented to ICAO ESAF & WACAF
Regional Workshop 12th – 13th April
2022**

- The scope of the organization's activities to which the GRF is applicable include:
 - a) Jomo Kenyatta International Airport
 - b) Moi International Airport
 - c) Eldoret International Airport
 - d) Kisumu International Airport

- The organization appointed a focal person and the alternate.
- GRF implementation team drawn from the following airports:
 - JKIA,
 - Moi,
 - Eldoret,
 - Kisumu,

Activities Preceding Nationwide Dry Run

- Gap analysis conducted for each international airport between 28th June 2021 and 9th July 2021;
- Resources necessary for the GRF implementation identified;
- Development of Standard Operating Procedures (SOP) for GRF for each international airport.

- Training of key personnel at each international airport.
- Multi agency teams involved (ANS, AIS, MET & KAA)
- Change management was conducted involving ANS, AIS, MET & KAA.

- Internal trials conducted at various airport prior to National Dry Run coordinated by KCAA.

- Nationwide dry runs conducted as follows:
 - JKIA - 13th & 14th September, 2021
 - MIA – 15th & 16th September 2021
 - EIA – 21st & 22nd September, 2021
 - KIA – 21st & 22nd September, 2021

Surface Conditions

- Ground Flight Safety (Apron Management) is the lead section for conducting runway surface condition assessment, measurement and reporting.
- Upon completion of the Runway Surface Condition Assessment, the Duty Ground Flight Safety Officer fills a soft copy of Runway Condition Report Form developed from an excel worksheet to generate the Runway Condition Report.

Assessment, Measurement & Reporting of RWY 8

Surface Conditions

GRF-ELD-RCR (Ielai format)29th March 2022.xlsm - Excel

George O. Otieno

FILE HOME INSERT PAGE LAYOUT FORMULAS DATA REVIEW VIEW

Clipboard Font Alignment Number Styles Cells Editing

Calibri 9 A A Wrap Text Merge & Center

General \$ % .0 .00 Conditional Formatting Format as Table Cell Styles Insert Delete Format AutoSum Fill Clear Sort & Find & Filter Select

A8



Eldoret International Airport
Runway Condition Report

	Date & Time				Runway Assesse d	RWYCC			% Coverage			Depth of Contaminant			Type of Contamnnt		
	mo	dd	hh	mm		1st Third	2nd Third	3rd Third	1st Third	2nd Third	3rd Third	1st Third	2nd Third	3rd Third	1st Third	2nd Third	3rd Third
HKEL	3	29	03	31	08	6	6	6	NR	NR	NR	NR	NR	NR	DRY	DRY	DRY

Situational Awareness: THRESHOLD RUNWAY 26 DISPLACED BY 150M

SYLVESTER MUSUMBA



Name of Duty Officer: Signature

Sheet1 Sheet2 email_list

READY

Type here to search

10:22 AM 3/29/2022

Assessment, Measurement & Reporting of RWY ⁹

Surface Conditions

- Sheet 1 provides a Runway Condition Report from the data entered into sheet 2.

HKEL 03290331 08 6/6/6 NR/NR/NR NR/NR/NR
DRY/DRY/DRY

SITUATIONAL AWARENESS

THRESHOLD RUNWAY 26 DISPLACED BY 150M

RCR Report By:

SYLVESTER MUSUMBA

Click to Attach Signature

Name

SEND EMAIL

PRINT RCR

Assessment, Measurement & Reporting of RWY¹⁰

Surface Conditions

- The runway assessor attaches a signature and the sends the report to already predetermined group email provided in sheet 3

A	B	C
	EmailsTo:	
1	aiseldoret@kcaa.or.ke	AIS
2	atseld@kcaa.or.ke	ATC
3	peter.kangethe@kaa.go.ke	Safety
4	eldoretairportmet@gmail.com	MET
5	GFS-Eldoret	GFS
6		Linda - AIS
7	Zacchaeus.Munyao@kaa.go.ke	GFS Nairobi
8	harrison.machio@kaa.go.ke	
9	george.o.otieno@kaa.go.ke	
10		

Surface Conditions



Kenya Airports Authority

Moi International Airport Runway Condition Report

Airport Code	Date & Time				Runway Assessed	RWYCC			% Coverage			Depth of Contaminant			Type of Contaminant		
	mo	dd	hh	mm		1st Third	2nd Third	3rd Third	1st Third	2nd Third	3rd Third	1st Third	2nd Third	3rd Third	1st Third	2nd Third	3rd Third
HKMO	12	13	00	21	15	6	6	6	NR	NR	NR	NR	NR	NR	DRY	DRY	DRY

Situational Awareness:	ALL MOVEMENT AREAS ARE DRY
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DANIEL MBOGO

Name of Person Reporting:

Signature:

Challenges of GRF Implementation

- Initial coordination during the trials and dry run was marred by lack of confidence among the stakeholders including by the regulator.
- However, through meetings and consultations, these challenges were addressed.

- ❑ Lack of guidance on the recommended equipment and tools (Measuring tool) for measurement of water depth on the runway.
- ❑ Lack of electronic surface condition reporting systems. The meter ruler was used to measure the runway water depth.

- It is hazardous for runway assessors to be on the runway, especially for the entire 3 km or more of a runway during a storm.
- Multi-tasking challenges (Driving, measuring and recording RWY).

Way Forward

- Based on our interaction with GRF, we have mapped out urgent resources required to enhance water depth measurement on the runway including appropriate personnel protective equipment for the assessors;
- Other requirements are being captured in revised annual budgets;

Way Forward

- Enhancing our change management process involving relevant stakeholders;
- Reviewing our existing friction testing activities to ensure regular testing at each international airport;
- Conducting additional joint training among all stakeholders (KAA, AIS, ATS, MET)

Questions
