



GLOBAL REPORTING FORMAT (GRF)
for **RUNWAY SURFACE CONDITIONS (RCR)**
CAAM'S MOVING FORWARD

[Problem Statement]

Runway Excursion

- Aviation's **Number 1** – Safety Risk Category
- Among the top contributing factors are **poor braking action** due to contaminated runways combined with **shortfalls in the accuracy and timeliness of assessment and reporting of the runway surface conditions.**





GLOBAL REPORTING FORMAT - RUNWAY CONDITION REPORT (GRF-RCR)

No.	Contents
1.	What is Runway Condition Report (RCR)?
2.	Objectives of Runway Condition Report (RCR)
3.	Benefits
4.	Why is the Runway Condition Report (RCR) important?
5.	The Main Agencies Roles
6.	Implementation Challenges
7.	Roles by Agencies (Airport Operator, Regulator & Airlines)
8.	ICAO Provision & Guidance Material



What is Runway Condition Report (RCR)?

A Standard Reporting of Runway Surface Condition



Procedure: Reporting in one system/platform



Applicable : 5 November 2020



The related parties involved: Aerodrome operator, aircraft operators, pilots, ATC, AIM, MET & Aircraft Manufacturers





Objectives of Runway Condition Report (RCR)

Objectives

1

Assessing and reporting the condition of the movement area



2

Providing the assessed information in the correct format



3

Reporting significant changes without delay



Improved safety

- Better understanding of runway conditions.
- Fewer runway excursions.



Improved efficiency

- Flight crews can better correlate reported runway surface conditions to contaminated landing and take-off performance data
- Airport operators have an objective method of reporting runway surface conditions to flight crews.





Why is the Runway Condition Report (RCR) important?

1

To standardize the Reporting of Runway Surface Condition



2

Establish a common language between all related parties in airports with one system (AD Operator, Aircraft Operators, Pilots, ATC, AIM, MET, etc)



3

Allow pilots to accurately determine aeroplane take-off and landing performance



4

Improve aerodrome safety >> better understanding of RWY condition & fewer RWY excursion



5

Improved airport operations efficiency >> better decision making



6

Reduced environment impact >> better traffic management





The Main Agencies Roles

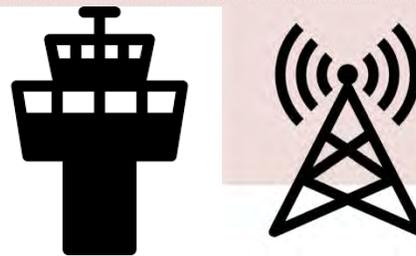
→ Airports

- Assess the RWY Condition and Report using RCR



→ ATS/AIS

- Convey Information from RCR to Aircraft Operators



→ Pilots

- Use information with aircraft performance data to determine if landing or take-off is safe



The Airport's Operator Roles





Examples

Step 1

% Coverage of contaminant
Depth of contaminant
Type of contaminant

Step 2

% Coverage of contaminant
Depth of contaminant
Type of contaminant

Step 3

% Coverage of contaminant
Depth of contaminant
Type of contaminant



1st

2nd

3rd

Runway 15/33, klia2

% COVERAGE	RANGE
Not Reported	Less than 10 %
25 %	10 % - 25 %
50 %	26 % - 50 %
75 %	51 % - 75 %
100 %	76 % - 100 %



The Airport's Operator Roles

Sample Reporting Worksheet - ACI



Runway Condition Assessment Worksheet

Assess the % coverage of runway contamination for each runway third

< 10% coverage

RWYCC - 6 for that third.
No contaminant is reported

≥ 10% - ≤ 25% coverage

RWYCC - 6 for that third.
Report contaminant at 25% coverage

> 25% coverage

Assign RWYCC based on contaminant present & temperature considerations

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				2nd RWY Third				3rd RWY Third																																							
For coverage 25% of RWY with Code B Identify % coverage that covers more than 25% of the RWY third - Identify % coverage - Identify depth of contaminant - Identify runway L or R of Code - Record the most不利 code in the third (to the right)				For coverage 25% of RWY with Code B Identify % coverage that covers more than 25% of the RWY third - Identify % coverage - Identify depth of contaminant - Identify runway L or R of Code - Record the most不利 code in the third (to the right)				For coverage 25% of RWY with Code B Identify % coverage that covers more than 25% of the RWY third - Identify % coverage - Identify depth of contaminant - Identify runway L or R of Code - Record the most不利 code in the third (to the right)																																							
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Situational Awareness Section <input type="checkbox"/> RWY Reduced length LRA _____ m <input type="checkbox"/> RWY Drilling snow <input type="checkbox"/> RWY Loose sand <input type="checkbox"/> RWY Snowbanks L of CL _____ m / R of CL _____ m <input type="checkbox"/> TWY Snowbanks L of CL _____ m / R of CL _____ m <input type="checkbox"/> Aprons, taxiway RWY with RWY _____ m FR CL <input type="checkbox"/> TWY _____ Pav <input type="checkbox"/> Apron _____ Pav <input type="checkbox"/> Other _____				RWY Treatment Used? Time Applied: _____ <input type="checkbox"/> Chem Treatment <input type="checkbox"/> Plowed <input type="checkbox"/> Swept <input type="checkbox"/> Sandbed <input type="checkbox"/> Scarified <input type="checkbox"/> Uplift <input type="checkbox"/> Solid Note: _____				State approved CFME Rating coefficient <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ONLY if Downgrade/Upgrade Assessments used Downgrade/Upgrade Criteria <input type="checkbox"/> A/COP <input type="checkbox"/> C/PAC <input type="checkbox"/> C/PAC																																							
RCR Aeronautical Date & Time RWY RWYCC % Coverage Depth in mm Contaminant Type: 1st Third Contaminant Type: 2nd Third Contaminant Type: 3rd Third Run language remarks _____ Not valid RWY with Code B if system RWY																																															



Runway Condition Assessment Matrix (RCAM)

(For Dry, Wet & Standing Water only)

(1.1.3.14) An assigned RWYCC 5, 4, 3 or 2 shall not be upgraded. Only assigned RWYCC 1 & 0 can be upgraded.

Table II-1-5. Runway condition assessment matrix (RCAM)

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



Runway Condition Assessment Matrix (RCAM)

(FULL VERSION)

Table II-1-5. Runway condition assessment matrix (RCAM)

Runway condition assessment matrix (RCAM)			
Assessment criteria		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
● 6	● 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><i>Up to and including 3 mm depth:</i></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><i>-15°C and Lower outside air temperature:</i></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><i>More than 3 mm depth:</i></p> <ul style="list-style-type: none"> ● DRY SNOW ● WET SNOW <p><i>Higher than -15°C outside air temperature:</i></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



Runway Condition Assessment Matrix (RCAM)

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● 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 ² 	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 ² ● WATER ON TOP OF COMPACTED SNOW ² ● DRY SNOW or WET SNOW ON TOP OF ICE ² 	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR



Information Strings

Information Strings

The information to be reported shall be compliant with the RCR which consists of:

1 *Aeroplane performance calculation (APC) section*

2 *Situational awareness (SA) section*





Information Strings

The information to be reported shall be compliant with the RCR which consists of:

a) Aeroplane performance calculation section (APC)

b) Situational awareness section (SA)

- Example SNOWTAM 4 -

DOC 10066 - AIM

```
GG EADBZQZX EADNZQZX EADSZQZX  
170350 EADDYNYX  
SWEA0152 EADD 02170345  
(SNOWTAM 0152  
EADD  
02170345 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/SLUSH  
02170134 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH  
02170225 09C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35
```

```
DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09R CHEMICALLY TREATED. RWY 09C CHEMICALLY  
TREATED.)
```

APC



SA





RCR Information Strings



AEROPLANE PERFORMANCE CALCULATION SECTION (8)

1	aerodrome location indicator	M
2	date and time of assessment	M
3	lower runway designation number	M
4	RWYCC for each runway third	M
5	per cent coverage contaminant for each runway third (NR if dry/<10%)	C
6	depth of loose contaminant for each runway third (only if STANDING WATER)	C
7	condition description for each runway third; and	M
8	width of runway to which the RWYCCs apply if less than published width.	O



RCR Information Strings



SITUATIONAL AWARENESS SECTION (11)

1	reduced runway length (when NOTAM published with new declared distances affecting LDA)	C
2	drifting snow on the runway	0
3	loose sand on the runway	0
4	chemical treatment on the runway	M
5	snowbanks on the runway	0
6	snowbanks on the taxiway	0
7	snowbanks adjacent to the runway	0
8	taxiway conditions	0
9	apron conditions	0
10	State-approved, and published use of, measured friction coefficient; and	0
11	plain language remarks.	0



Information Strings (e.g.)

a) *Aeroplane performance calculation section*

1 - Aerodrome location indicator

WMKK

2 - Date and time of assessment

09251400

3 - Lower runway designation number

14L

4 - RWYCC for each runway third

5/5/2

5 - % coverage contaminant for each runway third *

50/50/50

6 - Depth of loose contaminant for each runway third

NR/NR/04

* Refer next slide

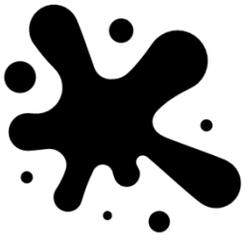
WET/WET/STANDING WATER

7 - Condition description for each runway third

8 - Width of cleared runway in metres to which the RWYCCs apply if less than published width



**WMKK 09251400 14L 5/5/2 50/50/50 NR/NR/04
WET/WET/STANDING WATER**





5 - Percentage Coverage of Contaminant (e.g)

Format: [n]nn/[n]nn/[n]nn

Example: 25/50/100

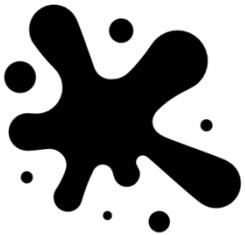
NR/50/100 if contaminant coverage is less than 10% in the first third

25/NR/100 if contaminant coverage is less than 10% in the middle third

25/50/NR if contaminant coverage is less than 10% in the last third

Table II-1-1. Percentage of coverage for contaminants

<i>Assessed per cent</i>	<i>Reported per cent</i>
10 – 25	25
26 – 50	50
51 – 75	75
76 – 100	100



WMKK 09251400 14L 5/5/2 **50/50/50** NR/NR/04
WET/WET/STANDING WATER

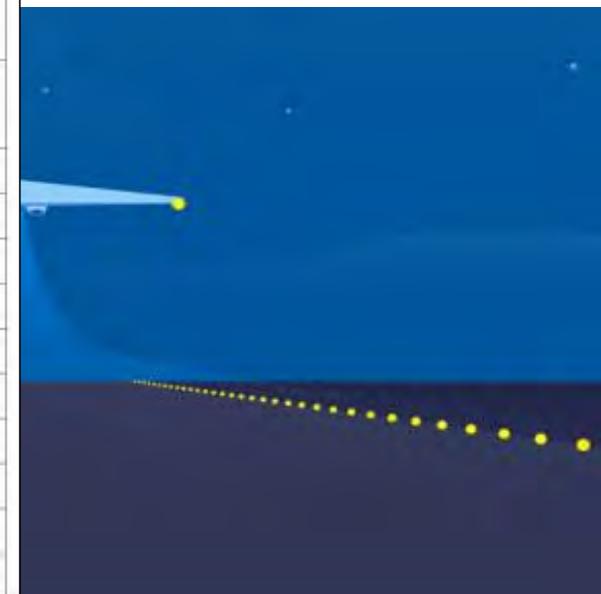
Information Strings

b) Situational awareness section (e.g.)

1 RWY 22L LDA REDUCED TO 1450. 2 DRIFTING SNOW. 3 TWY B POOR. 4 APRON NORTH POOR.



SITUATIONAL AWARENESS SECTION		
1	reduced runway length (when NOTAM published with new declared distances affecting LDA)	① C
2	drifting snow on the runway	② 0
3	loose sand on the runway	0
4	chemical treatment on the runway	M
5	snowbanks on the runway	0
6	snowbanks on the taxiway	0
7	snowbanks adjacent to the runway	0
8	taxiway conditions	③ 0
9	apron conditions	④ 0
10	State-approved, and published use of, measured friction coefficient; and	0
11	plain language remarks.	0





New SNOWTAM Format (Doc 10066)

FROST ICE SLUSH STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE			→
(WIDTH OF RUNWAY TO WHICH THE RUNWAY CONDITION CODES APPLY, IF LESS THAN PUBLISHED WIDTH)	O	H)	<≡
Situational awareness section			
(REDUCED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH (m))	O	I)	→
(DRIFTING SNOW ON THE RUNWAY)	O	J)	→
(LOOSE SAND ON THE RUNWAY)	O	K)	→
(CHEMICAL TREATMENT ON THE RUNWAY)	O	L)	→
(SNOWBANKS ON THE RUNWAY) <i>(If present, distance from runway centre line (m) followed by "L", "R" or "LR" as applicable)</i>	O	M)	→
(SNOWBANKS ON A TAXIWAY)	O	N)	→
(SNOWBANKS ADJACENT TO THE RUNWAY)	O	O)	→
(TAXIWAY CONDITIONS)	O	P)	→
(APRON CONDITIONS)	O	R)	→
(MEASURED FRICTION COEFFICIENT)	O	S)	→
(PLAIN-LANGUAGE REMARKS)	O	T))
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2 or otherwise applicable aerodrome identifier. 2. Information on other runways, repeat from B to H. 3. Information in the situational awareness section repeated for each runway, taxiway and apron. Repeat as applicable when reported. 4. Words in brackets () not to be transmitted. 5. For letters A) to T) refer to the <i>Instructions for the completion of the SNOWTAM Format</i> , paragraph 1, item b).			

SIGNATURE OF ORIGINATOR (not for transmission)

8/11/2018



Implementation Challenges

1

The RCR should contain all necessary information for the determination of relevant runway condition for the performance assessment of the flight crew/pilot



2

Aerodrome personnel should have the skill and knowledge to assess the condition of runway and produce accurate RWYCC



3

Coordination with relevant parties



4

The establishment of Malaysia Standard Reporting Format



5

➤ Training to related parties:

- 1- Different level of experience and exposure
- 2- Reluctant to give up methods and practices used for many years
- 3- Management of change
- 4- How to ensure accurate assessment at busy RWY





Roles by Agencies (Airport Operator, Regulator & Airlines)

AERODROME OPERATORS

- Assess the runway surface conditions, including contaminants, for each third of Runway length, and report them by means of a uniform Runway Condition Report (RCR)
- To deploy GRF for Runway surface condition
- To provide technical training



AERONAUTICAL INFORMATION SERVICES (AIS)



- Provide the information received in the RCR to end users



AIR TRAFFIC SERVICES

- Convey the information received via the RCR and/or special air-reports (AIREP) to end users (voice communication, ATIS)



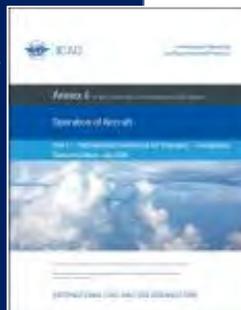


ICAO Provision & Guidance Material

Annex 6

Part 2 Aeroplane Performance Manual (Doc 10064)

- New assessment by the pilot-in-command of the landing performance and report for commercial air transport operations



Annex 8

- Nature of the information provided by the aircraft manufacturers



Annex 14, Vol. I

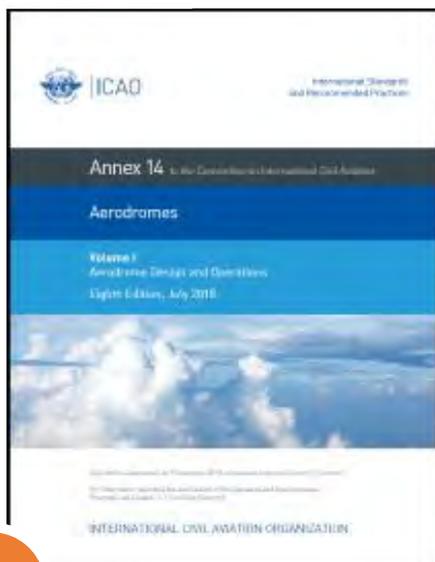
(Applicability 5 November 2020)

- Fundamental provisions for assessing and reporting runway surface conditions
- PANS-Aerodromes (Doc 9981)
- Assessment, Measurement and Reporting of Runway Surface Conditions (Circular 355)–*Revised Circular 329*
- PANS-ATM (Doc 4444)





ICAO Provision & Guidance Material



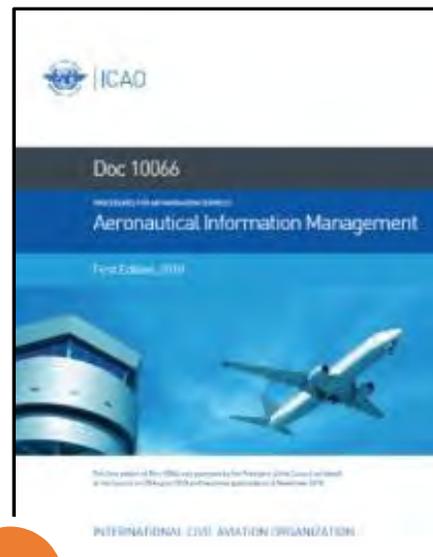
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ICAO Annex 14, Vol.1
– Aerodrome Design
and Operations



2

ICAO Doc 9981
– PANS Aerodrome



3

ICAO Doc 10066
– Aeronautical
Information
Management



4

ICAO Circular 355
– Assessment,
Measurement and
Reporting of Runway
Surface Conditions

THANK YOU

GRACIAS
ARIGATO
SHUKURIA

DANKSCHEEN
SPASSIBO
SNACHALHUYA
NUHUN
CHALTU
YAQHANYELAY
TASHAKKUR ATU
WABEEJA
MAITEKA
YUSPAGARATAM
HUI
SUKSAMA
EKHMET
UNALCHEESH
HATUR GU
SPASIBO
DENKAUJA
NEHACHALHYA
SIKOMO
MAKETAI
MINMONCHAR

BIYAN
SHUKRIA
TINGKI

GRAZIE
MEHRBANI
PALDIES
MAAKE
LAH
BIANKA
ISPAKAR
BAHKAMEDAWAGSE**
TAVTAPUCH
GOZAIMASHITA
EFCHARISTO
AGUYJE
FAKAAUE
KOMAPSUMNIDA
MERASTAHY
GAEJTHO
FAKAAUE**

BOLZIN
MERCI





Civil Aviation Authority of Malaysia



Implementation of

GRF-RCR & Runway Inspector Program

- The CAAM Perspective -

Objectives

The main objective is to ensure aerodrome personnel trained in the relevant fields of competence and their competence verified in a manner required by the State (CAAM) to ensure confidence and accuracy in their assessments.

A14 vI
2.9.4



Table of Contents



1 GRF-RCR Implementation Roadmap in Malaysia

2 Certified Runway Inspector (CRI) Program

3 Approved Training Module for GRF-RCR & CRI

4 Train the Trainer Session in Malaysia

1

GRF-RCR Implementation Roadmap



CLEAR OBJECTIVE

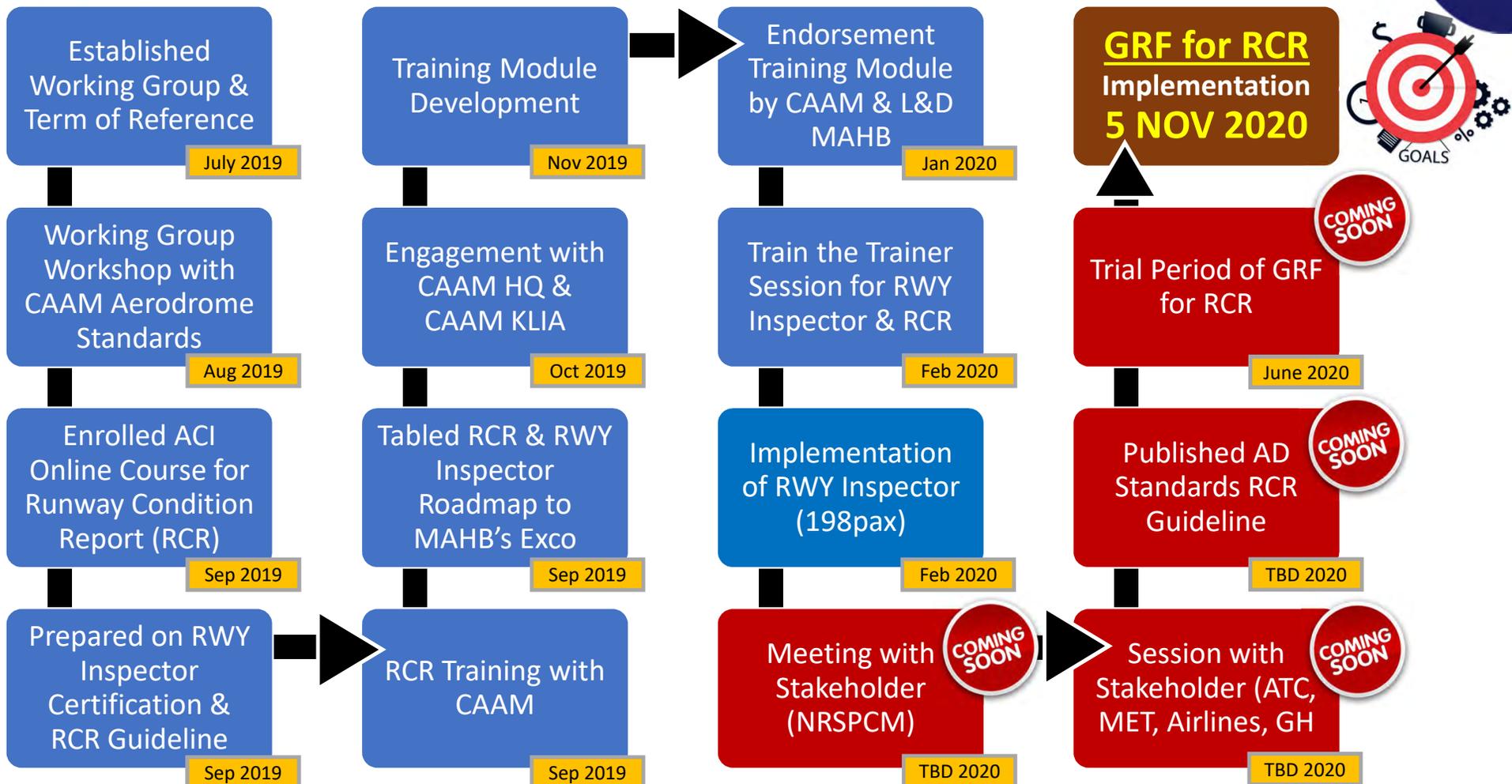


TOTAL RUNWAY
INSPECTION IMPROVEMENT



REGIONAL COORDINATION

Malaysia Roadmap for GRF-RCR Implementation



2



Certified Runway Inspector (CRI) Program



**CLASSROOM
SESSION**



**MANDATORY
COURSES**



**COMPREHENSIVE
ASSESSMENT**



**COMPETENT RUNWAY
INSPECTOR**



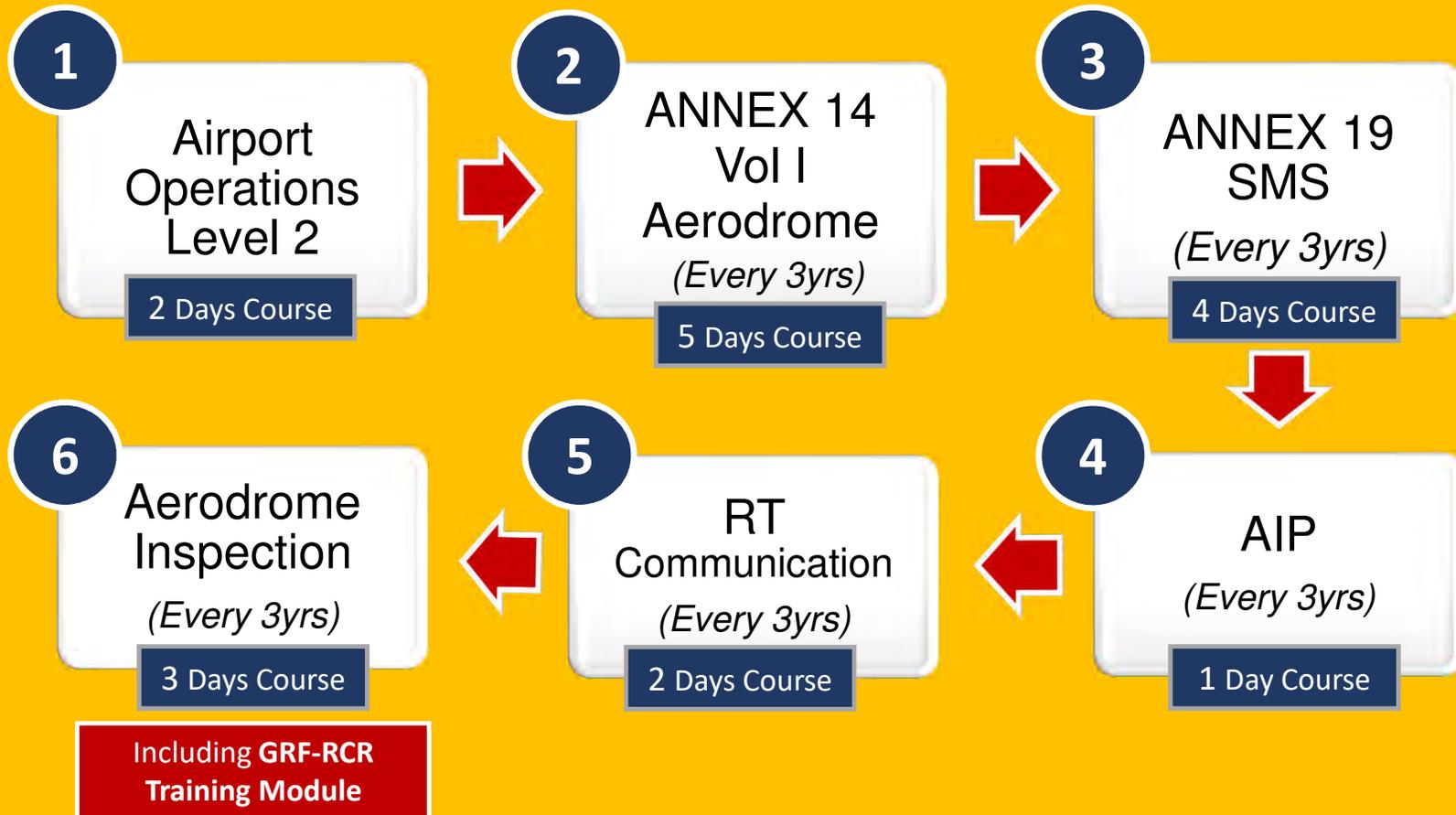
**APPROVED &
CERTIFIED BY CAAM**



How to become Certified Runway Inspector (CRI)?



Mandatory **Six (6) Training Modules** you need to attend prior becoming **Certified Runway Inspector (CRI)**



3

Training Modules for **CRI & GRF-RCR**



CLASSROOM
SESSION



INDIVIDUAL
ASSESSMENT



COMPREHENSIVE
MODULES



COMPETENCY
CHECK

Overview of Annex 14 vol. I - Aerodrome Modules



Chapter	Contents
1	Basic Aerodrome (Introduction)
2	Annex 14 Amendment Chapters in Annex 14 Definition
3	ICAO Doc. 9981 – Procedures for Air Navigation Services (PANS Aerodromes)
4	Runway / Aerodrome Reference Code
5	Runway End Safety Area Clearway & Stopway
6	Specific Procedure for AD Operations / Holding Position/ Apron
7	Taxiway
8	AIP NOTAM
9	AGL & Electrical System

Chapter	Contents
10	Obstacle Limitation Surface (OLS)
11	Visual Aids Denoting Restricted use area
12	Markers Denoting Obstacle
13	Aerodrome Data / MEHT
14	Aerodrome Operations
15	Aerodrome Maintenance
16	Markings & Signs
17	Airport Emergency Plan
18	Rescue Fire Fighting
19	Examination - Knowledge Check

Overview of Annex 19 - SMS Modules



Chapter	Contents
1	Safety Risk Management
2	HIRARC Template
3	HIRARC Template Exercise
4	Safety Assessment
5	Safety Assessment & Exercise
6	Acceptable Level of Safety Performance (ALoSP)

Chapter	Contents
7	Safety Investigation Report
8	Safety Promotion & Exercise
9	SMS Implementation Plan File & Exercise
10	Airside Safety Culture Survey
11	Knowledge Check
12	Aircraft Incident & Lesson learned

Overview of AIP Modules



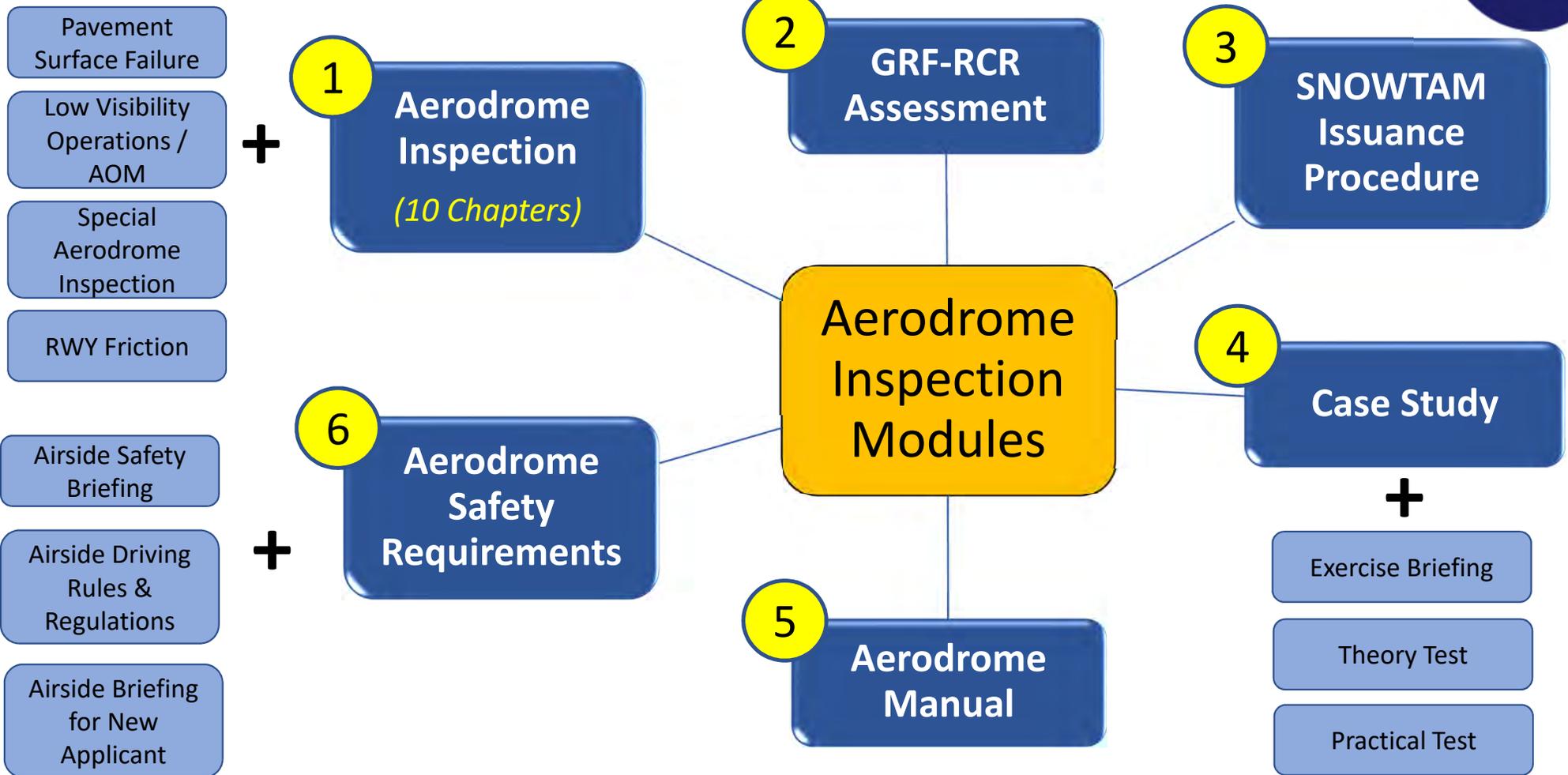
Chapter	Contents
1	Reference Document
2	Definition
3	AIRAC Cycle
4	AIP Content- GEN
5	AIP Content – ENR
6	AIP Content – AD
7	AIP Amendment & Supplements

Overview of RT Modules



Chapter	Contents
1	Introduction to communication
2	Communication in ATS
3	Vocabulary and abbreviations
4	RT Procedures and Phraseologies
5	Group assignment
6	Individual Practical Assessment

Overview of Aerodrome Inspection Modules



Contents of Aerodrome Inspection Modules



Chapter	Contents	Chapter	Contents
1.1	Standard Operating Procedure (SOP)	1.6	Taxiway Inspections
1.2	Runway Inspections	1.7	Taxiway Strip Inspections
1.3	Runway Strip Inspections	1.8	Apron Inspections
1.4	Runway End Safety Area (RESA) Inspections	1.9	Perimeter Road Inspections
1.5	Aeronautical Ground Lights (AGL) Inspections	1.10	Special Inspections

Contents of GRF-RCR Modules



Chapter	Contents
1	Overview of Global Reporting Format <ul style="list-style-type: none">- Introduction- Background
2	Implementation of Global Reporting Format <ul style="list-style-type: none">- Runway Condition Report (RCR)- Runway Condition Code (RWYCC)- Runway Condition Matrix (RCAM)
3	ICAO Provision and Guidance Material
4	Runway Condition Assessment
5	Reporting <ul style="list-style-type: none">- Runway Condition Assessment Worksheet- SNOWTAM

4



Train the Trainer Session

in collaboration with MAHB



LEAD BY EXAMPLE



RUNWAY INSPECTORS



REGIONAL COOPERATION



CERTIFIED RUNWAY
INSPECTOR



Opening Remarks by **CAA of MALAYSIA (CAAM)**



Classroom Session by **Malaysia Airports**

Train the Trainer Session on 10-12 Feb 2020 at **Malaysia Airports Training Centre (MATC)**

Train the Trainer Session on 10-12 Feb 2020



Site Preparation for **Mock Up RWY & TWY** at Training Centre

Train the Trainer Session on 10-12 Feb 2020



Practical Assessment 01

Exercise on Runway Condition Reporting (RCR)

Exercise 5:

Portion of Runway:	Defects on Runway
1/3	No defects.
2/3	1. Water patch, 15m (dia.) x 6mm. 2. Water patch, 12m (dia.) x 6mm (D), 9m (dia.) x 12mm (D)
3/3	1. Water patch, 4m (dia.) x 5mm (D).



Practical Assessment 02

Exercise on Runway Condition Reporting (RCR)

Exercise 6:

Portion of Runway:	Defects on Runway
1/3	1. Water patch, 8m (L) x 10mm (D) 2. Water patch, 12m (dia.) x 6mm (D)
2/3	No defects.
3/3	1. Water patch, 4m (dia.) x 5mm (D). 2. Water patch, 5m (L) x 45m (W) x 10mm (D)



Practical Assessment 03

Exercise on Runway Condition Reporting (RCR)

Exercise 7:

Portion of Runway	Defects on Runway
1/3	No defects.
2/3	1. Water patch, 3m (dia.) x 5mm (D) 2. Water patch, 13.5m (dia.) x 6mm (D) 3. Water patch, 22m (dia.) x 10mm (D)
3/3	1. Water patch, 5m (dia.) x 3mm (D) 2. Water patch, 20m (dia.) x 8mm (D)



Group Practical Assessment

Train the Trainer Session on 10-12 Feb 2020



On Site Assessment



Measurement Activities



Setting mock up area on Runway



Filling up RCR Forms

Train the Trainer Session on 10-12 Feb 2020



CRI is requesting approval from ATC prior entering active RWY

Measuring “affected area” on the runway



CRI is “measuring the water depth” on the runway



“Teamwork is the Key to Success”

Train the Trainer Session on 10-12 Feb 2020



Closing Ceremony & Certificate Awarding





Official Implementation Date for
GRF-RCR in MALAYSIA is 5th Nov 2020...



GRF-RCR implementation in Malaysia is a collaboration between **CAAM & Airport Operator, MAHB**



On 5 November 2020, THE GLOBAL REPORTING FORMAT
for runway surface conditions, will become applicable worldwide.

