



**MALDIVES CIVIL AVIATION AUTHORITY**  
**Republic of Maldives**

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**AIR SAFETY CIRCULAR**  
**ASC I39-14**

Global Reporting Format (GRF) for Runway Surface Conditions

Issue 1.00, 4 May 2025

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## Foreword

The ICAO Global Reporting Format (GRF) represents a transformative step in harmonizing runway surface condition assessments and reporting practices worldwide. This circular, in alignment with the ICAO mandate, is developed to guide aerodrome operators, pilots, and air traffic controllers with standardized, actionable data enabling effective decision making, thus mitigate risks associated with adverse runway conditions.

Clause 2.9.5 of Air Safety Circular, ASC 139-5 mandates that with effect from 4 November 2021, aerodrome operations are required to assess and report runway surface conditions through Runway Condition Code (RWYCC) and a description using the terms mentioned therein.

The implementation of the GRF reflects our adherence to the International Civil Aviation Organization (ICAO) standards and recommended practices. This procedure is designed to ensure that runway condition assessments are carried out consistently and accurately, enabling effective decision-making for pilots, air traffic controllers, and aerodrome operators.

This document outlines comprehensive procedure for implementing the GRF, reflecting our dedication to adopting global best practices while addressing the distinctive environmental and operational realities of our nation. Key elements include:

- A structured methodology for assessing runway contaminants using the Runway Condition Assessment Matrix (RCAM).
- Clear protocols for preparing and disseminating RCRs.
- Coordination mechanisms between aerodrome operators, air traffic services, aeronautical information services, and airlines.
- Guidance on integrating pilot feedback (AIREP) to validate and refine runway condition data.

The success of the GRF hinges on collaboration. Aerodrome operators, air traffic controllers, aeronautical information services, and pilots all play pivotal roles in this ecosystem. By fostering a culture of shared responsibility and continuous improvement, we aim to reduce runway excursions, optimize aircraft performance calculations, and uphold the Maldives' reputation as a leader in aviation safety.

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## Chapter 1 — General

### 1.1 Introduction

- 1.1.1 The International Civil Aviation Organization (ICAO) has emphasized runway safety as a critical priority, with runway excursions representing one of the most significant risks to aviation operations. Contaminated runway surfaces whether due to snow, ice, standing water, or other substances heighten this risk substantially. Such conditions impair aircraft deceleration capabilities, diminish directional control, and reduce braking effectiveness, all of which increase the likelihood of excursions during landing or take-off.
- 1.1.2 The ICAO's Global Reporting Format (GRF) establishes a harmonized methodology to assess, report, and disseminate runway surface conditions. This framework enhances global aviation safety by enabling flight crews to accurately evaluate aircraft landing and take-off performance based on standardized, reliable data. The GRF ensures consistency in communication among aerodrome operators, air traffic control (ATC), aeronautical information services (AIS), and aircraft operators, fostering informed operational decision-making.
- 1.1.3 A key feature of the new GRF is the introduction of the Runway Condition Report (RCR), which includes a unique Runway Condition Code (RWYCC) for each third of the runway length, along with details of any contaminants. The assignment of a RWYCC follows a structured, deterministic process involving multiple stakeholders. It begins with identifying contaminants to establish an initial RWYCC, which may then be either upgraded or downgraded based on additional available information.
- 1.1.4 The new GRF procedure shall be globally applicable from 4<sup>th</sup> November 2021 at 0000 UTC.

## **1.2 Definitions**

1.2.1 Definitions of the terms and abbreviations used in this Circular, unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

## **1.3 Purpose**

1.3.1 This air safety circular provides information relevant to the implementation of the new ICAO methodology for assessing and reporting runway surface conditions at aerodromes in the Maldives, commonly known as the Global Reporting Format (GRF).

## **1.4 Applicability**

1.4.1 This air safety circular is applicable for the following:

- a) All land aerodromes certified under the Maldives Civil Aviation Regulation MCAR-139 and associated air safety circulars.
- b) Air traffic service providers who are responsible for disseminating information to Pilots.
- c) Aircraft operators who are required to use Runway Condition Reports (RCRs) for performance calculations and to submit special air-report (AIREP).

## **1.5 Effective Date**

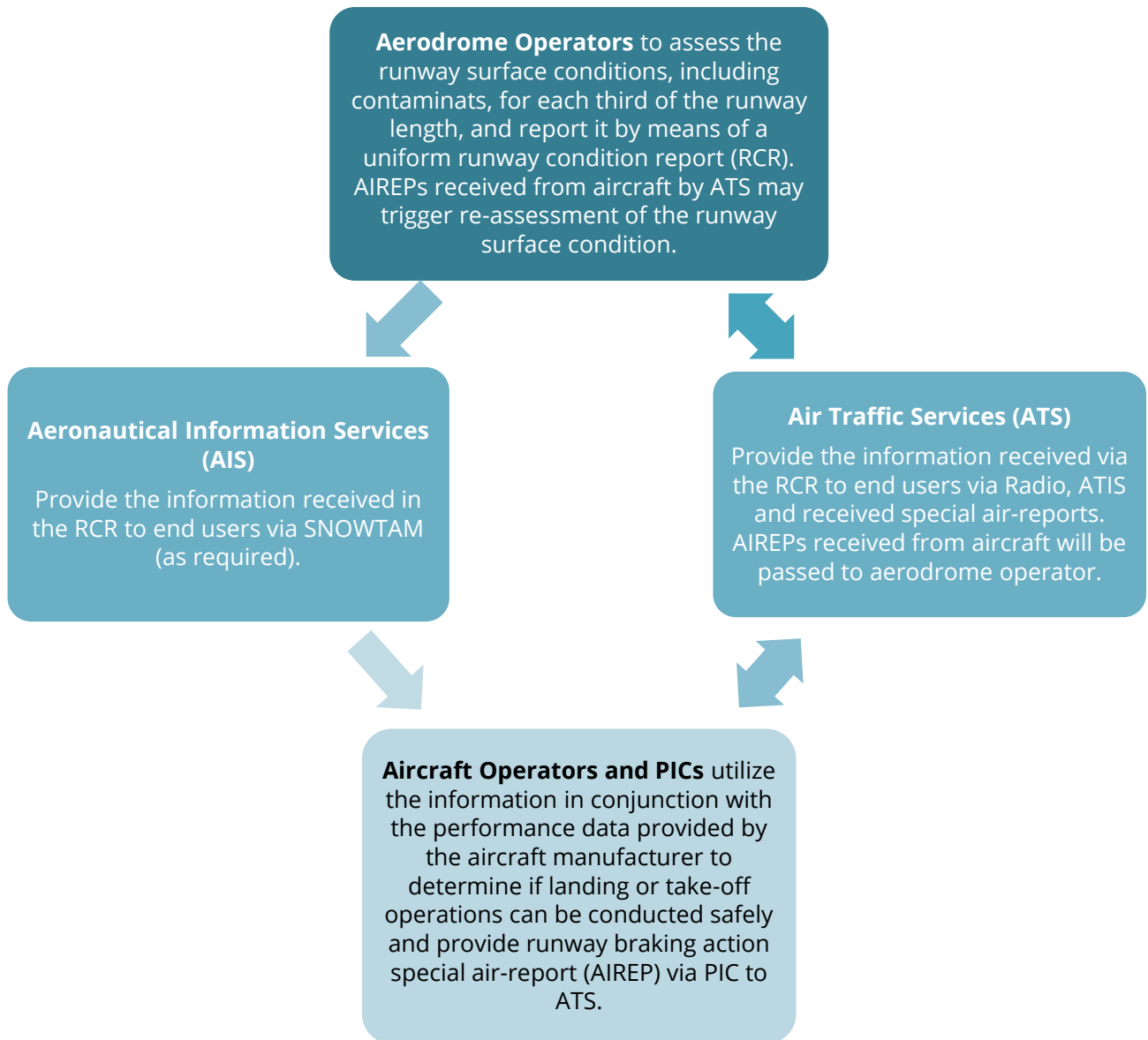
1.5.1 This Air Safety Circular is effective from 4 May 2025.

## **1.6 Reference**

- a) ICAO Circular 335, *Assessment, Measurements and Reporting of Runway Surface Conditions*.
- b) ICAO Doc 10064 *Aeroplane Performance Manual*
- c) ICAO Doc 9981 *PANS Aerodromes*
- d) ICAO Doc 10066 *PANS Aeronautical Information Management*
- e) ICAO Doc 4444 *PANS Air Traffic Management*

### 1.7 Flow of Information

The figure below illustrates the GRF flow of information and the roles of various stakeholders:



## **1.8 Aerodrome Operator Responsibilities**

1.8.1 The Aerodrome Operator is responsible for assessing aerodrome surface conditions and disseminating such information through the relevant ATS / AIS provider. To fulfil this role, it is expected that the aerodrome operator adopts a process which includes the following:

- a) Identify the methodology to be adopted to measure the percentage of coverage and depth of contamination for each third of the runways. The process shall also include data gathering for other parts of the movement area.
- b) Develop procedures for the:
  - i. Collection of data.
  - ii. Production of Runway Condition Reports (RCR).
  - iii. Dissemination of information to ATS/AIS, and
  - iv. Updating of RCR.
- c) Identify personnel who would be responsible for tasks highlighted in point (b).
- d) Develop/or amend existing training programmes.
- e) Coordinate with the respective ATS/AIS provider to ensure seamless transmission of RCR taking into account the applicable aeronautical data transfer protocols.
- f) Adopt the new SNOWTAM format.
- g) Inform all aerodrome users, including GA community and the military on runway condition reporting implementation, ideally through established safety committees.
- h) Apply established change management process and conduct a safety risk assessment to address any potential concerns.
- i) In conjunction with ATS/AIS provider, conduct system testing to ensure a smooth transition on target date.
- j) Update occurrence-reporting process to include new runway surface condition reporting.

## **1.9 ATS / AIS Provider Responsibilities**

1.9.1 Depending on the situation, the RCR may be disseminated by means of a) SNOWTAM, b) ATIS, or c) radiotelephony. It is the responsibility of the ATS/AIS provider to ensure the timely availability of the RCR to aircrew and, to perform these tasks, it is expected that the ANSP adopts a process to which includes the following:

- a) Coordinate with the aerodrome operator to establish the appropriate methodology for the receipt of the RCR considering the applicable aeronautical data transfer protocols.
- b) Amend and introduce new procedures for the implementation of new reporting format. This shall consider the receipt and forwarding of AIREPs to the aerodrome operator.
- c) Develop and amend existing training programmes to include subjects related to runway conditions report and application, with interest groups mainly consisting of:
  - i. Management.
  - ii. ATCOs.
  - iii. AIS personnel.

Training subjects should primarily focus on: RCR decoding, SNOWTAM, and R/T transmissions of RCR.

- d) Perform necessary updates to ATIS and adopt the new SNOWTAM format.
- e) Apply established change management process and conduct a safety risk assessment to address any concerns stemming pre implementation.
- f) When receiving special air-reports by voice communications concerning braking action encountered that is not as good as that reported, air traffic service units shall forward them without delay to the aerodrome operator.
- g) In conjunction with aerodrome operator, conduct system testing to ensure effective implementation.
- h) Update occurrence reporting process to include RCR.
- i) Update AIP as required.



## Chapter 2 — Runway Surface Condition Assessment and Reporting

### 2.1 Collection of Information

- 2.1.1 The aerodrome operator is responsible for assessing the condition of the runway for each third of the runway and issuing the RCR. This report contains the RWYCC and information which describes the runway surface condition, type of contamination, depth, coverage for each third of the runway, etc., and contains other relevant information.
- 2.1.2 This code is derived from the Runway Condition Assessment Matrix (RCAM) and associated procedure for downgrading and upgrading.
- 2.1.3 The RCAM is a matrix allowing the assessment of the runway condition code, using associated procedures, from a set of observed runway surface condition(s) and pilot report of braking action. The RCAM is shown below, highlighting conditions that are applicable in the Maldives.

Runway Condition Assessment Matrix (RCAM)			
Assessment		Downgrade Assessment Criteria	
RWCC	Runway Surface Description <i>*Applicable to Maldives Aerodromes</i>	Aeroplane Deceleration or Directional Control Observation	Pilot Report of Runway Braking Action
6	<ul style="list-style-type: none"> <li>Dry*</li> </ul>	---	---
5	<ul style="list-style-type: none"> <li>WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)*</li> <li>FROST <b>Up to and including 3 mm depth</b></li> <li>SLUSH</li> <li>DRY SNOW</li> <li>WET SNOW</li> </ul>	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<ul style="list-style-type: none"> <li>-15°C and lower outside temperature:</li> <li>COMPACTED SNOW</li> </ul>	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	<ul style="list-style-type: none"> <li>WET ("slippery wet" runway)*</li> <li>DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW</li> <li><b>More than 3 mm depth:</b></li> <li>DRY SNOW</li> <li>WET SNOW</li> <li><b>Higher than -15°C outside air temperature</b></li> <li>COMPACTED SNOW</li> </ul>	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM

<b>2</b>	<p><b><i>More than 3 mm depth of water or slush:</i></b></p> <ul style="list-style-type: none"> <li>• STANDING WATER*</li> <li>• SLUSH</li> </ul>	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
<b>1</b>	<ul style="list-style-type: none"> <li>• ICE</li> </ul>	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
<b>0</b>	<ul style="list-style-type: none"> <li>• WET ICE</li> <li>• WATER ON TOP OF COMPACTED SNOW</li> <li>• DRY SNOW or WET SNOW ON TOP OF ICE</li> </ul>	Braking deceleration is minimal to non-existent for the wheel when braking effort applied OR directional control is uncertain.	LESS THAN POOR

**Table 1: Runway Condition Assessment Matrix (RCAM)**

## **2.2 Assessment Process**

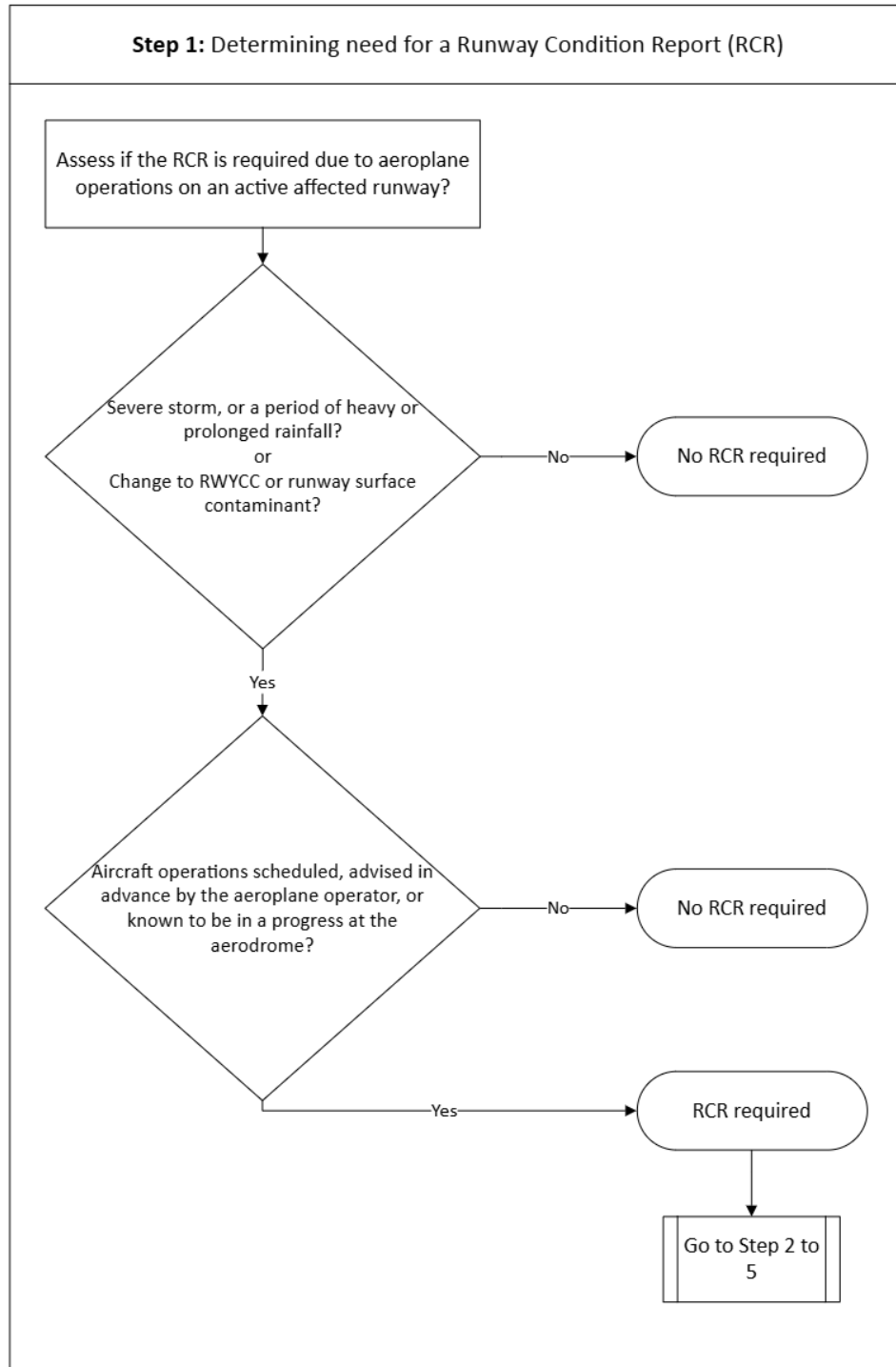
### **2.2.1 Assigning a RWYCC**

- a) The Runway Condition Assessment Matrix (RCAM) table provide the means for aerodrome operators to initially assign a RWYCC and to downgrade it if the runway surface condition deteriorates and/or subsequent pilot reports are received that indicate the braking action is less than that normally associated with the RWYCC.
- b) A RWYCC is initially assigned based on the runway surface condition and its descriptions.

Following steps outline the process to be followed to assess runway surface conditions, assign a RWYCC and report runway surface conditions.

#### **Step 1 – Determining the need for a Runway Condition Report (RCR)**

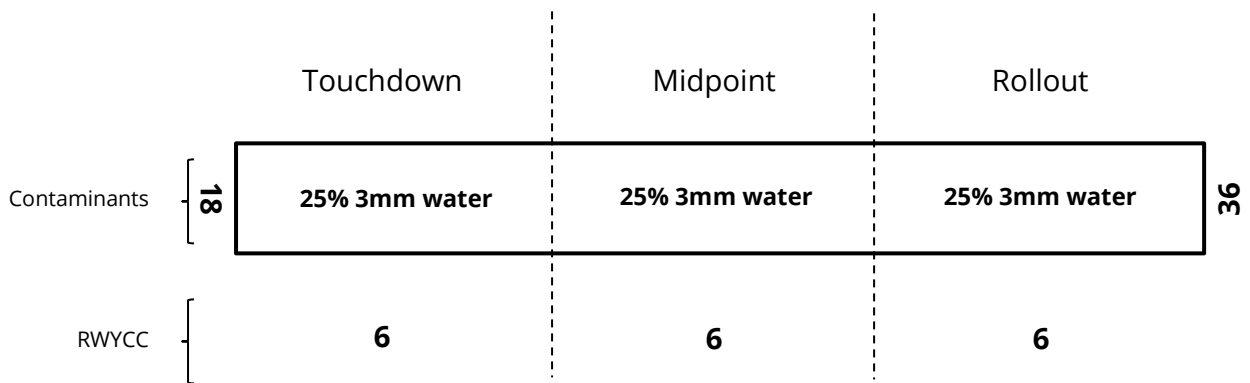
- a) The control tower shall continuously monitor any changes in the vicinity that could potentially affect the runway surface contamination and hence the surface condition.
- b) Having been satisfied that a sufficient runway surface condition change in the Runway surface condition has occurred, the Control tower shall determine whether a runway inspection is required to be carried, or to assess the runway surface condition.
- c) When it is determined that a runway condition assessment with respect to GRF is required, the Control tower shall, without delay, inform the responsible officer of the aerodrome operator to conduct a Runway Inspection and facilitate him/her to complete the assessment effectively.



**Step 1: Process for determining if RCR is required**

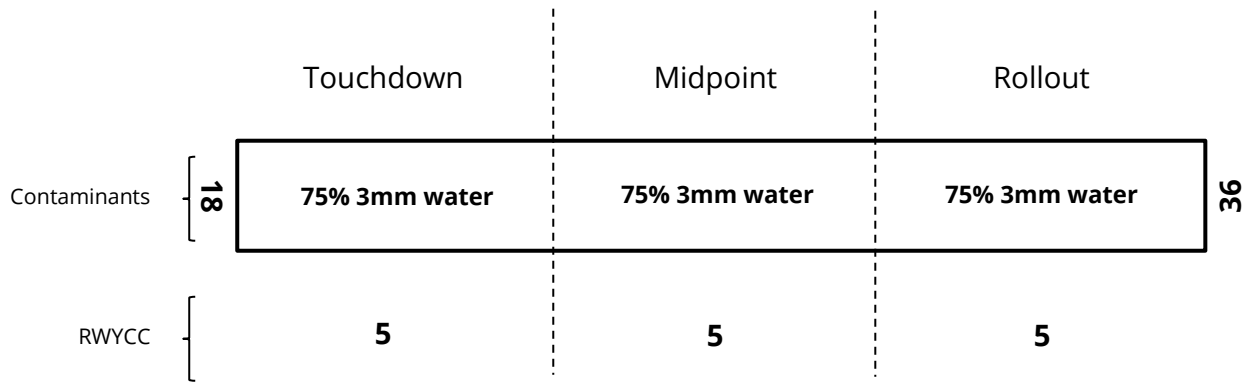
**Step 2 – Assigning a Runway Condition Code (RWYCC)**

- a) Runway Condition Code (RWYCC) is a numerical value (ranging from 0 to 6) used to describe the condition of runway surface in terms of slipperiness due to contaminants like water, ice, or snow, which can be used by Pilots to determine landing performance parameters.
- b) Responsible aerodrome officer shall assess the runway surface condition, including contaminants for each third of the runway length and report the Runway Condition Code (RWYCC) using the RCAM (refer Table 1), along with a description of the runway surface based on the **coverage, type, and depth** of contaminants (refer step 3, 4 & 5) via the Runway Condition Report (RCR) (refer section 2.3).
- c) When the runway third contains a **single contaminant**, the RWYCC for that third is directly based on the contaminant in the RCAM (table 1) as follows:
  - i. If the percent coverage of contaminant for the runway third is greater than or equal to 10% and less than or equal to 25%, a RWYCC of 6 is reported for that third (See figure 1).



**Figure 1:** Single contaminant, less than or equal to 25% coverage per runway third

- ii. If the percent coverage of contaminant for the runway third is greater than 25%, the RWYCC for that third is based on the code for that contaminant that is specified in the RCAM (See figure 2).



**Figure 2:** Single contaminant, greater than 25% coverage per runway third

- d) If multiple contaminants are present where the total coverage is more than 25% but no single contaminants covers more than 25% of any runway third, the RWYCC is based upon the judgement by trained personnel, considering what contaminant will most likely be encountered by the aeroplane and its likely effect on the aeroplane’s performance.

**Step 3 – Coverage of contaminants**

- a) Assess the coverage of each third of the runway. The percentages are to be reported in an up-to-nine-character group separated by a “/” for each runway third. The reporting coverage should be done as per the table below for each third.

% Covered	% Reported
<b>≤10</b>	NR
<b>10-25</b>	25
<b>26-50</b>	50
<b>51-75</b>	75
<b>76-100</b>	100

**Table 2:** Percentage of Coverage for Contaminant

- b) It is not reported for one runway third if it is dry or covered with less than 10%. For example:
  - i. NR/50/100 if contaminant coverage is less than 10% in the first third.
  - ii. 25/NR/100 if contaminant coverage is less than 10% in the middle third.

- iii. 25/50/NR if contaminant coverage is less than 10% in the last third.
- c) Where some section of the runway, or sections of a runway third, are not contaminated, the reported runway contaminants are not required to add up to 100%. For example:
  - i. If 50% of runway third is covered with 12mm STANDING WATER, and the other 50% is DRY, it will be reported as “50% 12mm STANDING WATER”.
- d) With uneven distribution of the contaminants, additional information is to be given in the plain language remark part of the situational awareness section of the runway condition report. Where possible, a standardised text shall be used.

#### **Step 4 – Runway Surface Condition and Type of Contaminant (Non-Winter Operations)**

The following terms are used to describe the runway surface conditions for each runway third as per RCAM:

- a) **DRY**
  - i. A runway is considered '**DRY**' if its surface is free from visible moisture and not contaminated within the area intended to be used.
  - ii. The Runway Condition Code (RWYCC) for a **Dry Runway is 6.**
  - iii. A dry surface must be reported only when there is a need to report conditions on one or more of the other thirds.
  - iv. A dry surface will be reported where the report is the last, final report that closes a period in which the runway was contaminated.
- b) **WET**
  - i. A runway is considered '**WET**' when it is covered by any visible dampness or water that is 3mm or less in depth.
  - ii. The RWYCC for a **Wet Runway is 5.**
  - iii. Wet runway assessments do not necessarily require direct observation of all affected pavement surfaces.
  - iv. Credible evidence of wet conditions such as receiving reports of rain at the airport can be used as a rationale for assigning wet RWYCCs.

c) **SLIPPERY WET**

- i. A wet runway maybe '**SLIPPERY WET**' where the surface friction characteristics of a significant portion of the runway have been determined to be degraded.
- ii. Some contributing factors that can create such conditions include rubber buildup, groove failures/wear or pavement micro/macro textures.
- iii. The RWYCC for a **Slippery Wet Runway is 3.**
- iv. Methods to determine that a runway is slippery wet may include a functional friction measurement, observation by aerodrome maintenance personnel, repeated reports by pilots and analysis of aeroplane stopping performance that indicates a substandard surface.

d) **Standing Water**

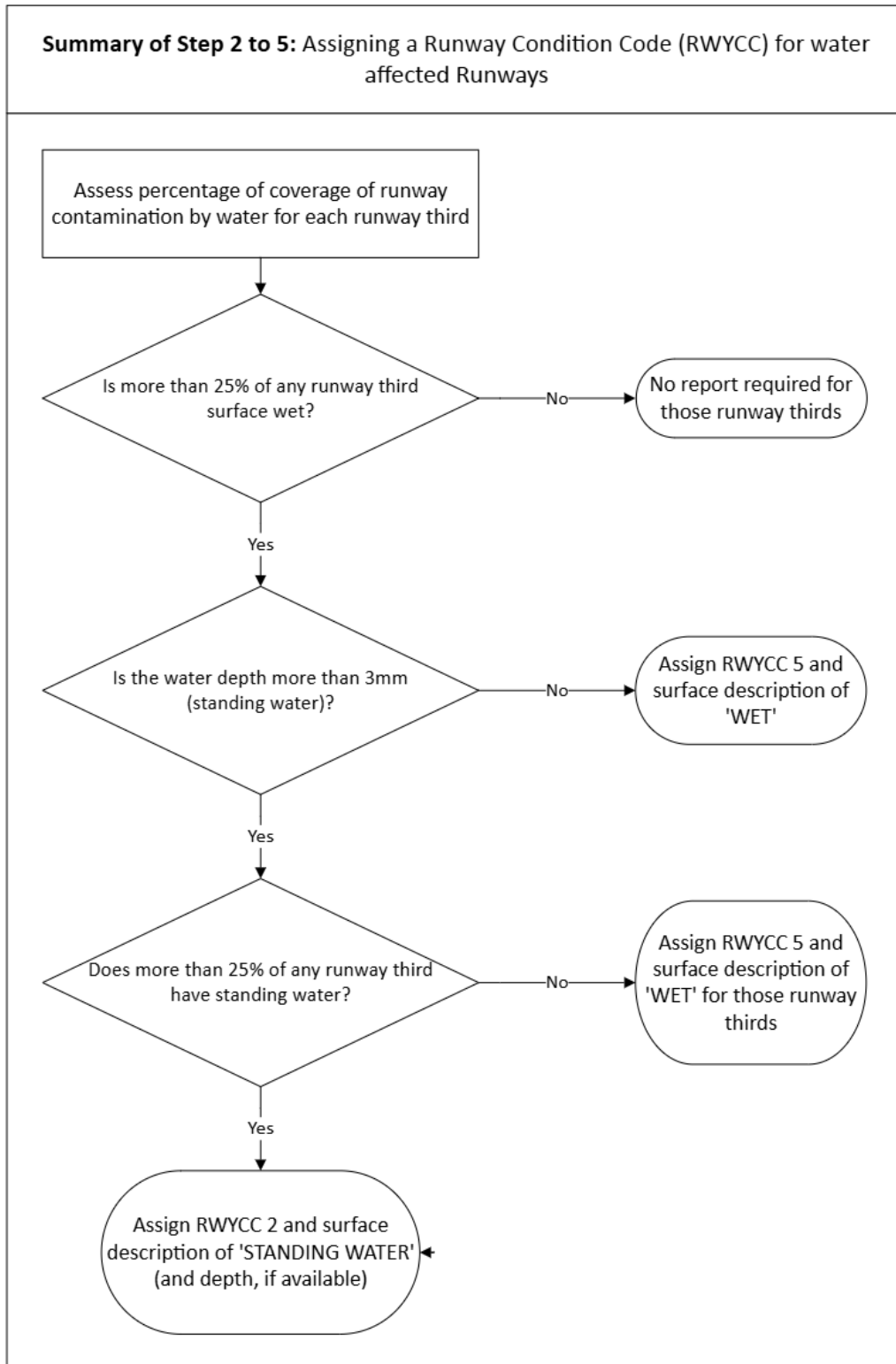
- i. For contaminants like mud, ash, sand, or oil, the RCC are not reported. Rather they are reported in the plain language remark section of the RCR.
- ii. Ash, oil, sand and rubber contaminants should be reported without a measured depth but the measured depth for mud should be reported.
- iii. Water of a depth of more than **3mm** is defined as Standing Water.
- iv. The RWYCC for **Standing Water is 2.**

### **Step 5 – Depth of Contaminant**

- a) Contaminant depths significantly affect aircraft take-off and landing performance including stopping capability. Specific contaminants with more than 3mm depth have been found to significantly degrade aircraft take-off and landing performance.
- b) The depth is reported as a two-digit representing the assessed depth in millimetres (mm) of the contaminant for each runway third. The depth is reported in a six-character group separated by a "/" for each runway third. For example:
  - i. 04/06/12 [STANDING WATER]



- c) The assessment is based upon even distribution within the runway third as assessed by trained personnel. If measurements are included as part of the assessment process, the reported values are still reported as assessed depths, as the trained personnel have placed their judgment upon the measured depths to be representative for the runway third.
- d) Where contaminant depth is not being reported, operator should indicate that no information exists by entering “NR”.
- e) Depth of contaminant is only reported for ‘STANDING WATER’.
- f) 04 (4 mm) is the minimum depth value at and above which the depth is reported for ‘STANDING WATER’. (From 3 mm and below, the runway third is considered WET).



**Step 2-5:** Process for assigning a RWYCC for water affected runways

## 2.3 Runway Condition Report (RCR)

Assessing and reporting the condition of the movement area and related facilities is necessary in order to provide the flight crew with the information needed for safe operation of the aeroplane. The RCR is used for reporting assessed conditions through the issuance of SNOWTAM, when necessary.

### 2.3.1 RCR Elements

2.3.1.1 The RCR consist of the following sections:

- a) aeroplane performance calculation section; and
- b) situational awareness section.

2.3.1.2 ICAO has produced a Runway Condition Assessment Worksheet to assist aerodrome operators to assess and record runway surface conditions. The Runway Condition Assessment Worksheet editable or printable version is available on ICAO's website:

[RCA Worksheet wet condition 041218.cdr](#)

### 2.3.2 Sample Runway Condition Report (RCR):

**VRMM<sup>1</sup> 03310100<sup>2</sup> 18<sup>3</sup> 6/5/2<sup>4</sup> NR/50/50<sup>5</sup> NR/NR/05<sup>6</sup> DRY/WET/STANDING WATER<sup>7</sup> \***

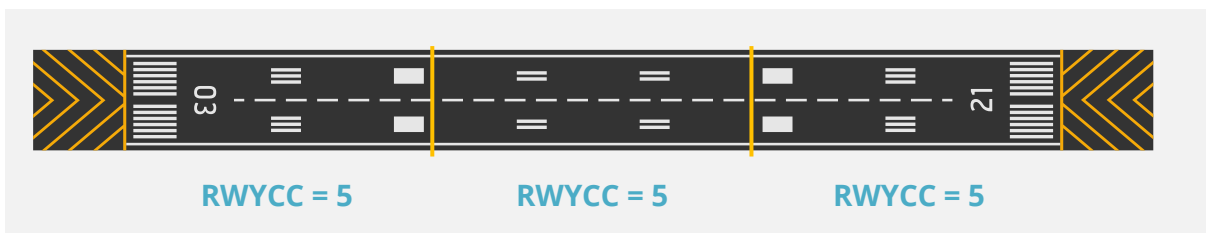
- <sup>1</sup>Aerodrome Location Indicator
  - <sup>2</sup>MMDDhhmm Date and UTC time of assessment
  - <sup>3</sup>Lower runway designation number
  - <sup>4</sup>Runway condition code for each runway third, as seen in the direction of travel from the lower designation number
  - <sup>5</sup>Percentage coverage by contaminant for each runway third (NR: not reported, if contaminant coverage is less than 10%)
  - <sup>6</sup>Depth of contaminant in mm for each runway third (NR: not reported, if depth of water is 3 mm or less)
  - <sup>7</sup>Condition description for each runway third
- \*Situational Awareness section containing other relevant information may be appended to the RCR such as:
- reduced runway length.
  - loose sand on the runway
  - chemical treatment on the runway
  - taxiway conditions

- apron conditions
- plain-language remarks

**2.3.3 'Wet' only reporting format**

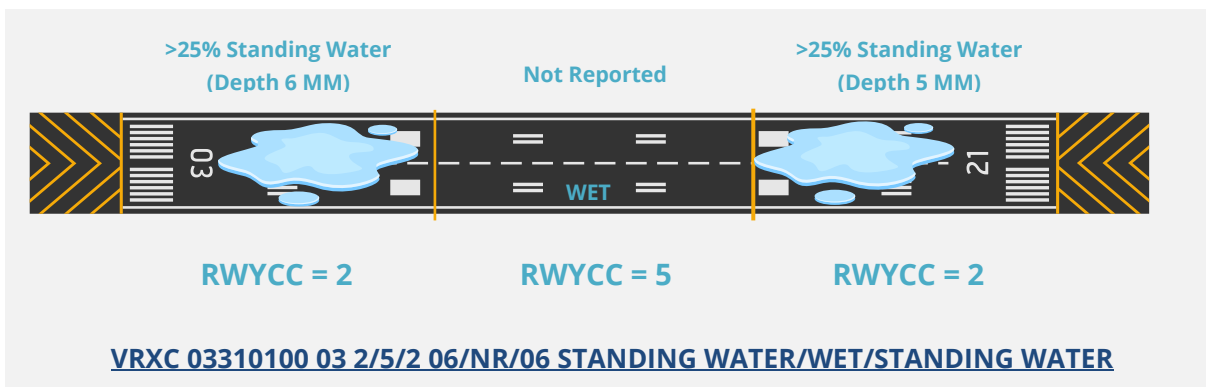
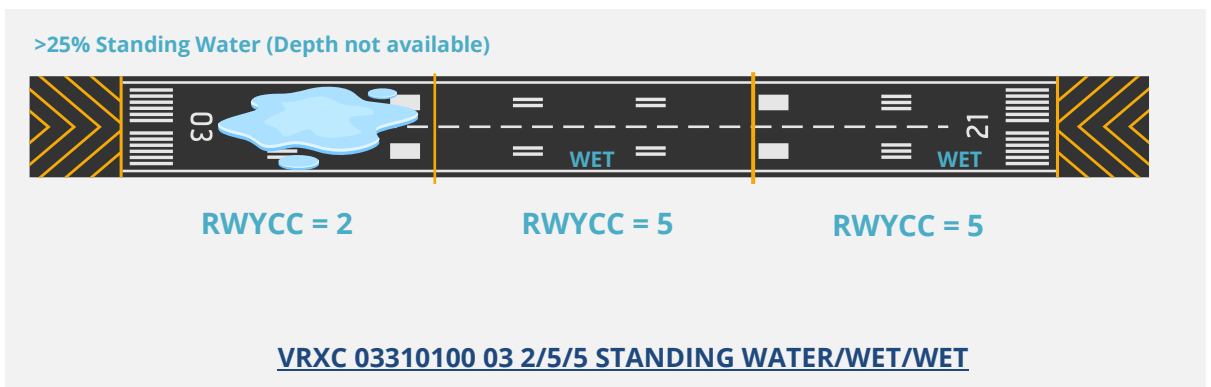
2.3.3.1 SNOTAMS are not provided for 'WET' runways. RCR shall be provided via the ATIS or by ATC through voice communications (radio telephony) to pilots using standard phraseologies.

**Note:** Refer section 3.1, table 3 for channels of communication for reporting runway conditions.

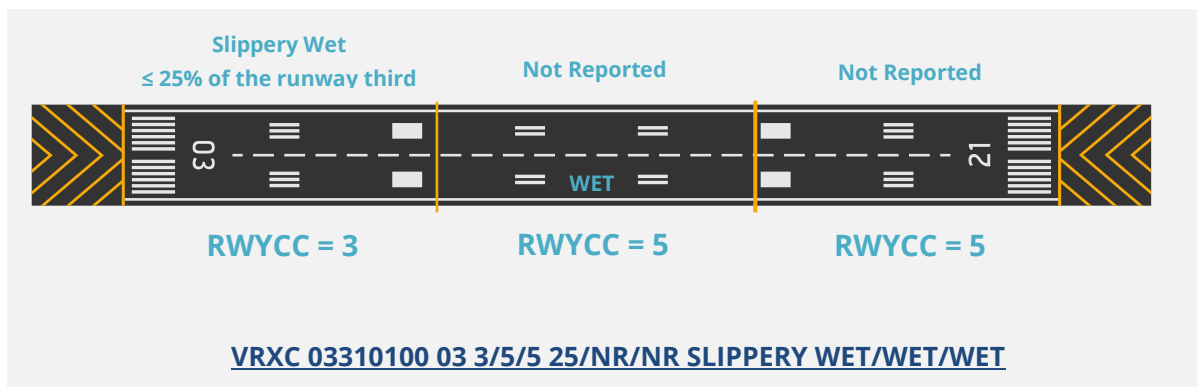


**Figure 3:** 'WET' runway reporting format

**2.3.4 'Standing Water' reporting format**



### 2.3.5 'Slippery Wet' Runway reports



## 2.4 Downgrading assessment criteria

As described in Section 2.2, the RWYCC is initially determined through use of the RCAM Assessment Criteria.

- 2.4.1 The airport or aerodrome operator should consider downgrading a RWYCC when runway friction measuring instrument (if available), pilot reports or other observations reveal that the runway surface is more slippery than the RWYCC that was initially determined.
- 2.4.2 The airport or aerodrome operator should exercise vigilance and downgrade the RWYCC when appropriate so that flight crew(s) are provided with a RWYCC that best reflects the actual slipperiness of the runway.
- 2.4.3 A pilot report of braking action should be taken into consideration for downgrading purposes. This is a report of braking action on the runway by a pilot which provides other pilots with a degree/quality of expected braking. The braking action experienced is dependent on the type of aircraft, aircraft weight, touchdown point, and other factors.
- 2.4.4 When previous pilot braking action reports have indicated GOOD or MEDIUM braking action, two consecutive pilot braking action reports of POOR indicates that surface conditions may be deteriorating. In this situation, the airport or aerodrome operator should conduct a runway assessment prior to the next operation.
- 2.4.5 When one pilot report of runway braking action of LESS THAN POOR (or NIL) is received, the information should be disseminated, a new assessment should be made and the suspension of operations on that runway should be considered.

**Note:** *If considered appropriate, maintenance activities may be performed simultaneously or before a new assessment is made.*

## **2.5 Upgrading assessment criteria**

2.5.1 An assigned RWYCC 5, 4, 3 or 2 shall not be upgraded.

2.5.2 The only RWYCCs which can be upgraded are '1' (ICE) and '0' (WET ICE, WATER ON TOP OF COMPACTED SNOW or DRY SNOW OR WET SNOW ON TOP OF ICE) which are runway surface conditions unlikely to occur in the Maldives.

## Chapter 3 – Dissemination of Information

### 3.1 Promulgation of Runway Surface Conditions

3.1.1 In Maldives, Air Navigation Service Provider (ANSP) will provide the information received in the RCR through ATIS, RADIO Telephony and SNOWTAM.

**Note:** Details of the new SNOWTAM format are contained in the Procedures for Air Navigation Services (PANS) – Aeronautical Information Management (PANS-AIM, Doc 10066). Additional information of the SNOWTAM format can be found in the ICAO EUR/NAT Guidance on the issuance of SNOWTAM.

3.1.2 Only RWYCC / Surface Descriptions **6 (Dry)**, **5 (Wet)**, **3 (Slippery Wet)**, and **2 (Standing Water more than 3 mm)** are applicable in the Maldives.

3.1.3 The below table illustrates the expected channels of communication for the RCR used in the Maldives for each RWYCC.

RWYCC (Surface Description)	RT	ATIS	SNOWTAM
<b>6</b> (Dry)	Yes*	No	No**
<b>5</b> (Wet)	Yes	Yes	No**
<b>3</b> (Slippery Wet)	Yes	Yes	No**
<b>2</b> (Standing water more than 3 mm)	Yes	Yes	Yes

**Table 3:** Channels of communicating RCR

\* If upgraded from RWCC ≤ 5 upon request

\*\* If triggered (RWYCC 2), reported until RWYCC 5/6 is issued and remains until expiry (+8 hours).

### 3.2 ATIS Report

3.2.1 The RCR element (RWYCCs, contamination type, contamination depth, coverage) are communicated in the GRF format in addition to the METAR elements. The information is communicated for each runway third in the direction of landing/take-off.

Sample ATIS format:

VELANA INTERNATIONAL AIRPORT  
ARRIVAL, INFOR DELTA, TIME 0630  
EXPECT ILS APPROACH RUNWAY ONE EIGHT

RUNWAY CONDITION REPORT AT ZERO SIX FIVE FOUR  
RUNWAY CONDITION TWO TWO TWO  
WHOLE RUNWAY [100] PERCENT  
FIVE MILLILITERES STANDING WATER  
WIND [360] DEGREES [03] KNOTS  
VISIBILITY [3500] METERS  
HEAVY SHOWERS OF RAIN  
CLOUD: FEW [700] FEET SCATTERED TOWERING CUMULUS [1300] FEET  
TEMPERATURE [28]  
DEWPOINT [26]  
QNH [1008] HECTOPASCALS TREND NOSIG  
ACKNOWLEDGE INFORMATION DELTA ON FIRST CONTACT WITH ATC

### **3.3 SNOWTAM Report:**

- 3.3.1 The SNOWTAM shall be promulgated whenever a RWYCC 2 (STANDING WATER) is reported. The RCR elements (RWYCCs, contamination type, contamination depth, coverage) are communicated in the GRF format, whereby the information is communicated for each third of the runway from the lowest designation number.

Sample SNOWTAM format:

SNOWTAM 0038  
VRMM 0217055 18 2/5/5 100/100/100 NR/NR/NR STANDING WATER/WET/WET

### **3.4 Ground – Air Voice Communications (RT):**

- 3.4.1 Only the Runway Condition Code (RWYCC) for each third of the runway will be communicated through the frequency. The contamination type, contamination depth, and coverage should be provided upon request by the pilot. The information is communicated for each runway third in the direction of the landing/take-off.

Sample Air-Ground Voice Communication:

MALDIVES 121.60, MALE TOWER, RUNWAY 18, SURFACE CONDITION TWO FIVE FIVE, CLEARED TO LAND.  
MALDIVES, RUNWAY 18, SURFACE CONDITION FIVE FIVE TWO. ISSUED AT 1615 UTC  
WET, WET, STANDING WATER  
THIRD PART 4 MILLIMETERS  
100 PERCENT COVERAGE ALL PARTS.  
ESTIMATED SURFACE FRICTION MEDIUM.



## Chapter 4 – Using the information

- 4.1 The flight crew must ensure that they have the means to obtain the RCR, the knowledge to interpret the information and capability to calculate consequent aircraft performance (in conjunction with performance data provided by the aircraft manufacturer) to determine if take-off and landing operations can be conducted safely.
- 4.2 All flights crew<sup>1</sup> must not continue an approach to land unless the pilot-in-command is satisfied that the aircraft can make a safe landing, taking into account the performance of the aircraft; and information available to the pilot-in-command regarding the runway surface conditions at the aerodrome of intended landing.
- 4.3 It is therefore recommended that the aircraft performance is calculated at an appropriate time prior to the commencement of the approach, to determine minimum acceptable runway surface conditions.
- 4.4 MCAR-Air Operations CAT.OP.MPA.315 requires the pilot-in-command of an aeroplane operated by an AOC holder to, as soon as possible, provide a runway braking action to ATS, in the event experiencing unsatisfactory braking action by means of a special air-report (AIREP). Unsatisfactory runway braking action means a braking action that is worse than anticipated by the pilot-in-command, based on the information available to the pilot-in-command regarding the runway surface conditions at the aerodrome of intended landing.

The pilot-in-command should use the terms "GOOD", "GOOD TO MEDIUM", "MEDIUM", "MEDIUM TO POOR", "POOR" and "LESS THAN POOR" to characterize perceived braking action and lateral control of the aeroplane during landing roll.

RWYCC 0 through 5 are mapped to this terminology in the RCAM and describe a consistent runway surface condition in relation to its effect on aircraft braking performance and lateral control.

- 4.5 The AOC holder should ensure that all flight crew, dispatch and operational control staff are appropriately trained, and operations manuals are appropriately updated to include GRF operational procedures as described in his circular, prior to implementation date.



For the Civil Aviation Authority  
Hussain Jaleel  
**Chief Executive**



<sup>1</sup> of an Aeroplane operated by a holder of Maldives AOC or Maldives registered aircraft that has a MCTOM exceeding 5,700kg or is equipped with at least one turbine engine.