MAKES EVERY RUNWAY SAFER

GLOBAL REPORTING FORMAT (GRF)





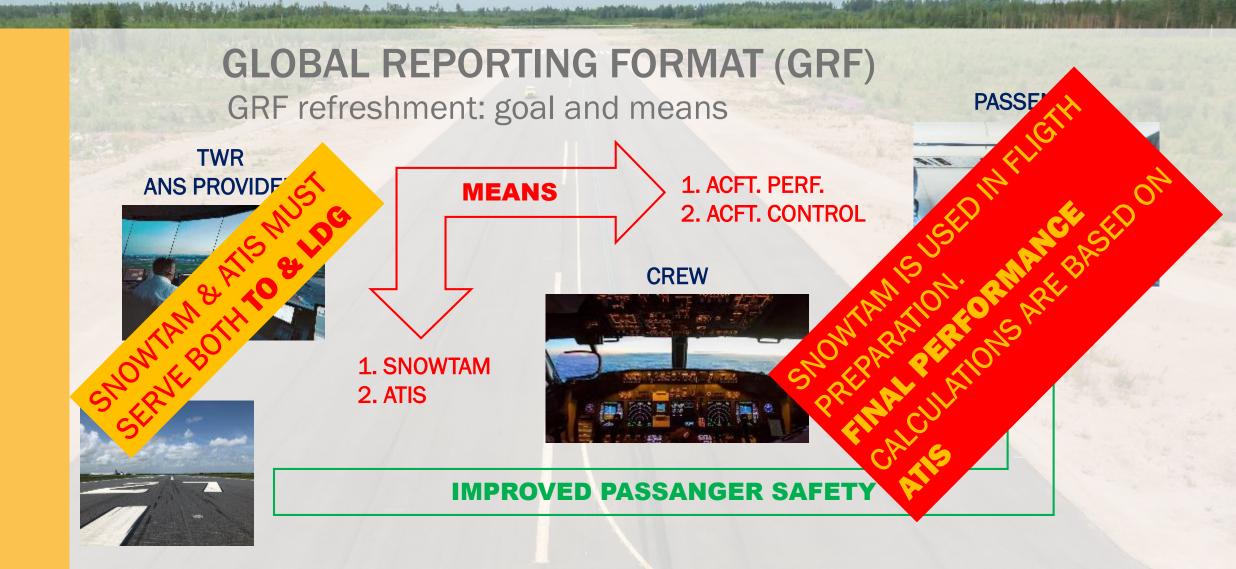
WHO WE ARE

Moventor at your service

- We are a Finnish company specialized on:
 - Runway safety
 - Runway efficiency
 - GRF compliant runway condition reporting
 - Measuring friction





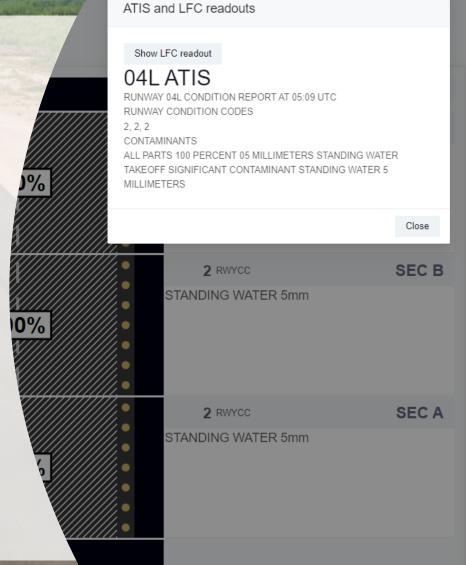




LESSONS LEARNED

Organization point of view

- Do not forget ATIS.
- Pay attention to SNOWTAM syntax.
- GRF SNOWTAM string syntax does not support automatic identification of SNOWTAM logical entities:
 - Automatic validation of SNOWTAM is difficult
 - Automatic ATIS creation: generation rather based on RCR instead of SNOWTAM

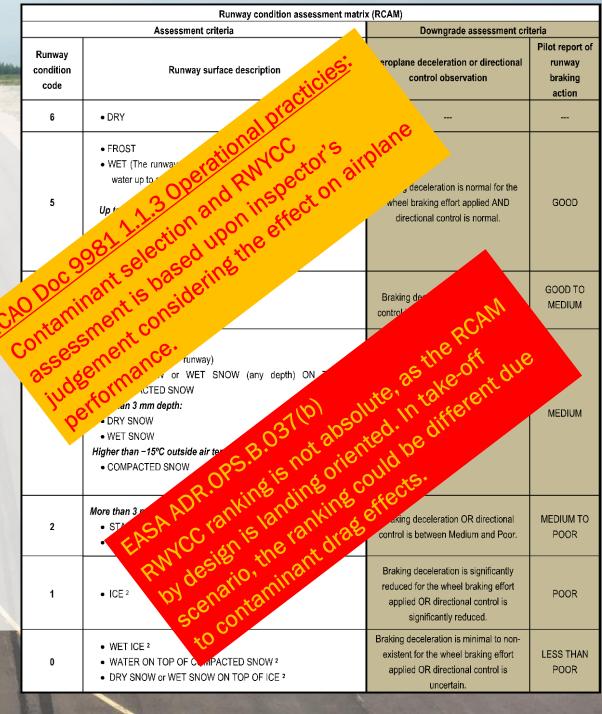




LESSONS LEARNED

Inspector's point of view

- RCAM in not "hard wired"! RCAM-RWYCC is the beginning of the assessment, not the end result.
- Runway inspector is assumed understand aircraft performance: to take into account contaminant DRAG effect for TO and RWYCC for LDG.
- Friction values are not part of RCAM, but friction measurements are not forbidden. Friction coefficient is valuable piece of information in RWYCC up- and downgrade assessment and in slippery wet condition monitoring.





GRF IN PRACTICE

Best practices

Profound training of personnel dealing with GRF.

Use of reporting software will help:

- To respect GRF regulations
- To take airplane performance into account
- To create accurate ATIS and SNOWTAM content
- To disseminate ATIS and SNOWTAM real time
- Friction measurements can be part of assessment, but requires discipline: training, respect the device envelope and pragmatic approach in terms of data analysis.

SHORT DEMO OF GRR: ORTER SOFTWARF THIRD INPU **RWYCC** Combine contaminants



Depth

Covera

< 10

