Global reporting format and aerodrome serviceability inspections

***(Part 139 MOS – 11.03(1)(b)(ii); 11.05(1)(e); 12.04A)***

**Sample text**

Aerodrome serviceability inspections for a sealed runway must specifically check for visible dampness, standing water, snow, slush, ice or frost. Each runway third (third of TORA) is assessed for reportable amounts of water contamination on the runway surface.

A Runway Condition Report (RCR) is issued when aeroplane operations are scheduled, or notified in advance to *{aerodrome operator’s name}* Airport by the aeroplane operator, or are known to be in progress.

The Runway Condition Code (RWYCC) used in the RCR is assigned to a runway third based on the runway surface descriptions below:

|  |  |
| --- | --- |
| **Runway surface description** | **Applicable RWYCC** |
| DRY | 6 |
| WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) | 5 |
| WET (“slippery wet” runway) | 3 |
| STANDING WATER (depth of more than 3 mm) | 2 |

A copy of the Runway Condition Assessment Worksheet **is available in Appendix *{i****nsert appendix number}* of this manual.

**Sample text** - controlled aerodrome

WET Runways

*{insert aerodrome operator’s name}* Airport is a controlled aerodrome and has an agreement for ATC to assess and report if ***{insert runway number/s}*** is/are WET or DRY.

**Sample text**

STANDING WATER on Runways

*{insert aerodrome operator’s name}* Airport ensures that if more than 25% of any runway third has STANDING WATER an RCR is issued.

Example: First third of runway *{lower runway number}* has STANDING WATER and the last two thirds are WET. A sample RCR for *{insert aerodrome operator’s name}* Airport is:

|  |
| --- |
| **YXXX *{MMDDhhmm}* RWY** ***{lower runway number}* 2/5/5 STANDING WATER/WET/WET** |

or

Example: STANDING WATER depth has been measured after a rainfall event. STANDING WATER is 6mm deep on the first third of runway *{lower runway number}* and 5mm deep on the last third of runway *{lower runway number}*. The middle third of runway *{lower runway number}* is WET but no water depth to report (NR). A sample RCR for *{insert aerodrome operator’s name}* Airport is:

|  |
| --- |
| **YXXX *{MMDDhhmm}* RWY *{lower runway number}* 2/5/2 06/NR/05 STANDING WATER/WET/STANDING WATER** |

or

Example: 25% or less of a runway third has STANDING WATER on it and the other two thirds are WET. A sample RCR for *{insert aerodrome operator’s name}* Airport is:

|  |
| --- |
| **YXXX *{MMDDhhmm}* RWY *{lower runway number}* 5/5/5 WET/WET/WET** |

SLIPPERY WET Runways

*{insert aerodrome operator’s name}* Airport ensures that if any percentage of any runway third is SLIPPERY WET an RCR is issued.

The runway is SLIPPERY WET if *{insert aerodrome operator’s name}* Airport has received at least 2 consecutive pilot or ATC reports of MEDIUM runway braking action for the runway, or a portion of it.

and/or

The runway is SLIPPERY WET if *{insert aerodrome operator’s name}* Airport is aware that the runway, or a portion of it has significantly reduced surface friction when it is wet e.g. previous pilot or ATC reports when the runway is wet of braking action of MEDIUM.

Example: 25% or less of the first runway third of runway *{lower runway number}* is SLIPPERY WET. The last two thirds are WET but not SLIPPERY WET and not reported (NR). A sample RCR for *{insert aerodrome operator’s name}* Airport is:

Submitting an RCR

|  |
| --- |
| **YXXX *{MMDDhhmm}* RWY *{lower runway number}* 3/5/5 25/NR/NR SLIPPERY WET/WET/WET** |

A RCR will be provided to both the NOTAM Office and ATC (if available) or, if ATC is not available, via UNICOM (if applicable):

|  |  |  |
| --- | --- | --- |
| **RWYCC** | **Runway surface description** | **Report made available to** |
| 2 | STANDING WATER | 1. the NOTAM Office, and ATC (if available); and 2. if ATC is not available — pilots, but only where the aerodrome operator has available UNICOM, or CA/GRS. |
| 3 | SLIPPERY WET | 1. the NOTAM Office, and ATC (if available); and 2. if ATC is not available — pilots, but only where the aerodrome operator has available UNICOM, or CA/GRS |

Downgrading an RCR

If *{insert aerodrome operator’s name}* Airport has received at least 2 consecutive pilot or ATC reports of a runway braking action less than that expected for the associated RWYCC in the RCR that has been issued, it will reissue the RCR according to the braking action associated with the applicable RWYCC below:

| **Pilot report of runway braking action** | **Description** | **RWYCC** |
| --- | --- | --- |
| N/A |  | 6 |
| GOOD | Braking deceleration is normal for  the wheel braking effort applied  AND directional control is normal. | 5 |
| GOOD TO MEDIUM | Braking deceleration OR  directional control is between good  and medium. | 4 |
| MEDIUM | Braking deceleration is noticeably  reduced for the wheel braking  effort applied OR directional  control is noticeably reduced. | 3 |
| MEDIUM TO POOR | Braking deceleration OR  directional control is between  medium and poor. | 2 |
| POOR | Braking deceleration is  significantly reduced for the wheel  braking effort applied OR  directional control is significantly  reduced. | 1 |
| LESS THAN POOR | Braking deceleration is minimal to  non-existent for the wheel braking  effort applied OR directional  control is uncertain. | 0 |