



International Civil Aviation Organization

Aerodrome Safety, Planning and Implementation Group

Third Meeting (ASPIG/3)
(Virtual, 25-27 October 2021)

Agenda Item 2: Regional Performance Framework for Aerodrome Safety

SOP FOR RUNWAY SURFACE CONDITION REPORTING

(Presented by United Arab Emirates)

SUMMARY

This paper presents the standard operating procedure established by Abu Dhabi International Airport on runway surface condition reporting.

Action by the meeting is at paragraph 3.

REFERENCES

- Annex 14 Volume I
- ICAO Manual Aerodromes Doc 9981

1. INTRODUCTION

1.1 With the 4th November 2021 implementation deadline of the new Global Reporting Format (GRF) for Runway Surface Condition fast approaching, the UAE has ensured the preparedness and readiness of its aerodromes through constant monitoring and guidance. While this was not an easy task, it did ensure the development of standard operating procedures and associated Runway Condition Assessment checklists for all UAE aerodromes.

1.2 This paper presents the standard operating procedure (SOP) and checklist developed by Abu Dhabi International Airport. The purpose of the SOP is to standardize the runway surface condition reporting whenever water is present on the runway. Assess and report the condition of the movement area to provide flight crew with the information needed for safe operation of aircraft. The SOP also outline the new regulations in line with the Global Reporting Format with the objective of reducing runway excursions.

2. DISCUSSION

2.1 Due to the absence of guidance in the ICAO PANS Aerodromes, the UAE established a Global Reporting Format sub group in order to develop a standard SOP template and Runway Surface Condition Assessment Checklist to meet the standards.

2.2 The subject SOP template, as at **Appendix A**, covers the following aspects:

- Roles and Responsibilities including general guidelines
- Significant change on the Surface of the Runway or the Movement Area
- Runway, Taxiway or Apron Surface Condition Assessment
- Coverage Criteria
- Assignment of Runway Condition Assessment Code
- Reporting Runway Condition, Taxiway and Apron Surface Conditions to different entities.
- Exemplified on how to fill-up the Runway Surface Condition Assessment Checklists.
- Runway Condition Assessment Checklist.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the content of the paper; and
- b) urge ICAO to include detailed guidance including Standard Operating Procedures and Checklist on Runway Surface Condition Reporting in ICAO Manual Aerodromes Doc 9981.

STANDARD OPERATING PROCEDURE

SOP Title:	Runway and Movement Area Surface Condition Assessment and Reporting						
SOP Ref. No.:	ADA/Airport/Division /Dept/Section/SOP/ 187-V1.0/20062021	Version No.:	V1.0	Version Date:	20/06/2021	Page:	1/21



STANDARD OPERATING PROCEDURE

Runway and Movement Area Surface Condition Assessment and Reporting

Airside Operations

Business Process Area / Functional Area:	Business Process Area / Functional Area		
SOP Owner:	Name/Title/Department		
SOP Ref. No:	ADA/Airport/Division/Dept/Section/SOP/187-V1.0/20062021		
Implementation Date:	04/11/2021		
Approved By:	VP Airside Operations and Standards		
Approval Date:	TBA		
Version No.:	V1.0		
Version Date:	20/06/2021		
Approver's Signature: (for non-electronic copies)			
Information Classification	OFFICIAL USE	2	This classification refers to information that is to be used internally by Abu Dhabi Airports personnel only.

<i>A Standard Operating Procedure (SOP) consists of a set of statements describing instructions in an orderly manner for the purpose of achieving a result. SOPs are developed to maximize the efficiency and accuracy of implementation of a policy or operational process.</i>							
Template Title:	SOP Template	Template Ref. No.:	TEM/03/SOP/V4.0/ 01072019	Version No.:	V4.0	Version Date:	01/07/2019

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1. TITLE

Runway and Movement Area Surface Condition Assessment and Reporting

2. PURPOSE

The purpose of this SOP is to standardize the runway surface condition reporting whenever water is present on the runway. Assessing and reporting the condition of the movement area is necessary in order to provide the flight crew with the information needed for safe operation of aircraft. This SOP will outline the new regulations in line with the Global Reporting Format (GRF) with the objective of reducing runway excursions.

3. SCOPE

The scope of this is SOP when applicable applies to the runway and movement area of Abu Dhabi International Airport only.

4. DEFINITIONS AND ABBREVIATIONS

Definitions	Description
AERODROME	A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part.
APRON	A defined area on a land and aerodrome, intended to accommodate aircraft for purpose of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.
MANOEUVRING AREA	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding apron.
MOVEMENT AREA	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).
RUNWAY	A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
SNOWTAM	Special series NOTAM notifying the presence, or removal, of hazardous conditions due to snow, ice, slush or standing water on the movement are by means of a specific format

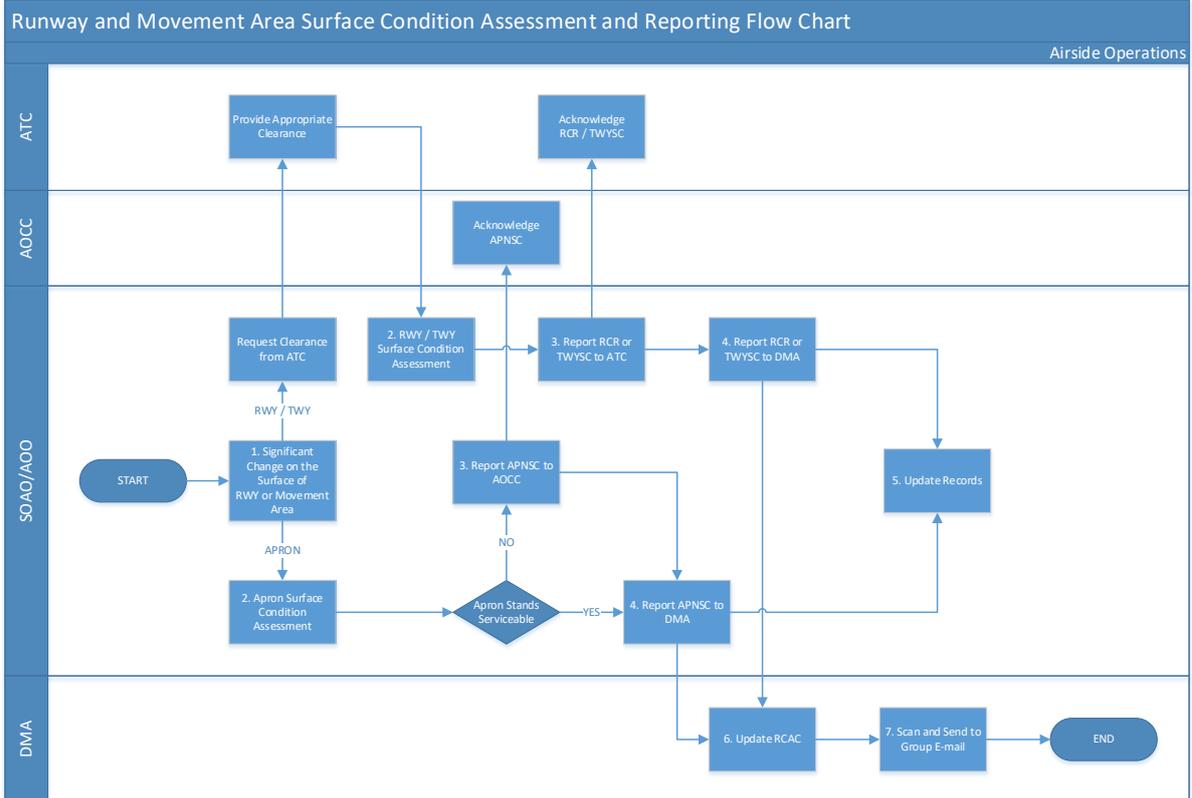
Abbreviations	Description
ADIA	Abu Dhabi International Airport
AIS	Aeronautical Information Services
AOCC	Airport Operation Control Centre
AOO	Airside Operations Officer
APNSC	Apron Surface Condition
ATC	Air Traffic Controller
BCP	Business Continuity Plan
DMA	Duty Manager Airside
GRF	Global Reporting Format
HOD	Head of Department
NOTAM	Notice to Airmen
NR	No information is to be reported
PPE	Personal Protective Equipment
RCAC	Runway Condition Assessment Checklist
RCAM	Runway Condition Assessment Matrix
RCR	Runway Condition Report
RT	Radiotelephony
RWYCC	Runway Condition Code
SOAO	Senior Officer Airside Operations
SOP	Standard Operating Procedure
TWYSC	Taxiway Surface Condition
UTC	Coordinated Universal Time

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5. PROCEDURE STEPS

Responsible Party



The DMA will be supervising the entire process and ensure the Runway Condition Report (RCR) in the RCAC is issued in a timely manner as per this SOP.

The DMA will also initiate this process when a significant change in runway surface condition occurs due to water. Weather forecast from the MET Office must be actively checked for probability of rain or any adverse weather.

If a slippery wet runway NOTAM is present, the DMA must brief the SOAOs and AOOs conducting this additional inspection. The portion where the friction level is below MFL must be made known to the runway inspector in order for the inspector to report the appropriate RWYCC (RWYCC 3 – Slippery Wet) in the respective runway third.

DMA

General Guidelines:

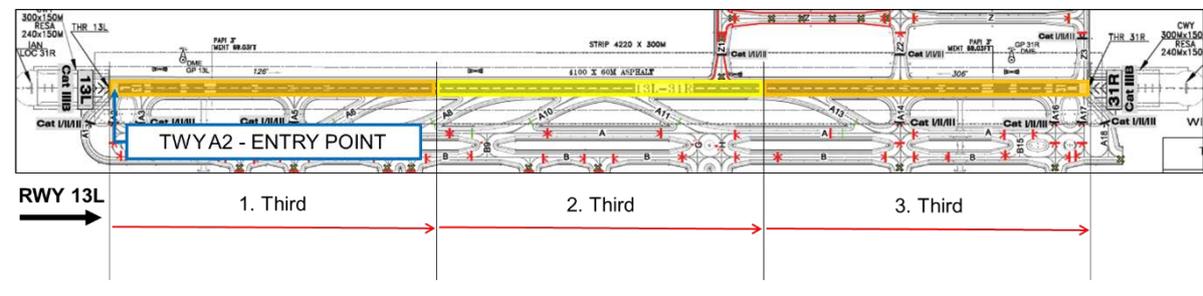
- a. It is essential that the runway surface conditions are reported accurately as per this SOP and current regulations. The RWYCC reflects the braking capability as a function of the surface conditions. With this information, the flight crew can derive the necessary stopping distance of an aircraft on the approach under the prevailing conditions.

SOAO/AOO

REMEMBER: Monitoring and accurately reporting prevailing runway surface condition reduces the risk of runway excursion of an aircraft. Visibility could also greatly reduce in the event of adverse weather which increases the risk of runway

<p>incursion by the inspection vehicle. Heightened attention by the driver is necessary to increase situational awareness.</p> <ol style="list-style-type: none"> b. Ensure the vehicle used for inspection is in good working order. c. Ensure all necessary equipment, tools (water depth measuring tool – ruler) and PPE’s are on-board the vehicle and fit for use. d. Before commencing any runway surface inspection, permission must be obtained from ATC. e. On entering the runway, a positive entry call must be made. f. On leaving the runway, ATC must be advised when the inspection vehicle is clear of the runway. 	
<p>1. SIGNIFICANT CHANGE ON THE SURFACE OF THE RUNWAY OR MOVEMENT AREA.</p> <p>Whenever water is present on the RUNWAY and movement areas due to precipitation (drizzle, rain, hail, etc.), the DMA shall give instructions to the SOAO or AOO on duty to assess the runway surface condition, taxiway surface condition and apron surface condition.</p> <p>The assessment will determine if significant changes on the surface of the runway and movement areas are reportable to interested parties.</p> <p>NOTE 1: Reporting of the runway surface condition shall continue to reflect significant changes until the runway is no longer contaminated. When this occurs, Airside Operations shall issue a runway condition report that states the runway is wet or dry as appropriate.</p> <p>NOTE 2: The runway in use will be inspected first prior to inspecting the subsidiary runway. Both inspections will generate their own individual RCRs.</p>	DMA
<p>2. RWY / TWY OR APRON SURFACE CONDITION ASSESSMENT.</p> <p><u>Runway Surface Condition Assessment:</u></p> <ol style="list-style-type: none"> a. The lower runway designation number will be the reference of the RCR therefore the entry point during a runway surface condition assessment must be either on TWY A2 for Runway 13L (North runway) and TWY E2 for Runway 13R (South runway). If the entry taxiway is occupied or unserviceable, the nearest taxiway entrance may be used and inspection should start from the threshold area. <p><i>See Figure 1 and 2 below.</i></p>	SOAO/AOO

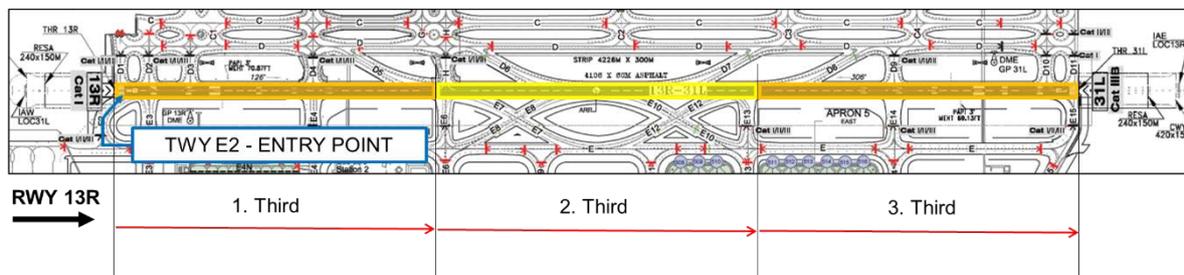
Figure 1: North Runway 13L



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Figure 2: South Runway 13R



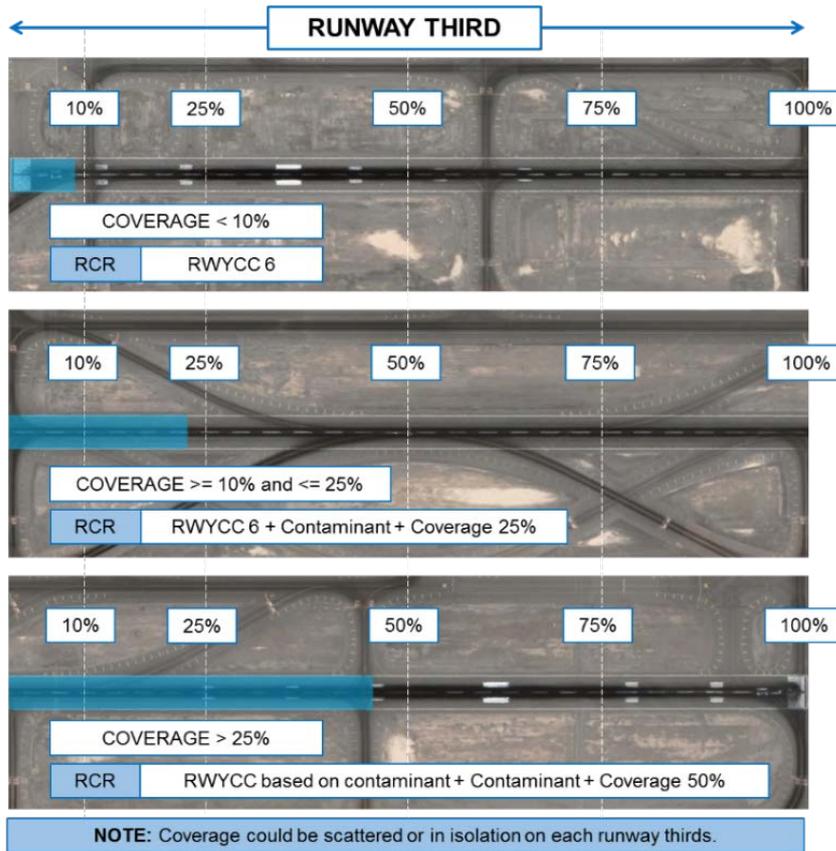
- b. Vehicle must be driven at the centerline of the runway at **45km/h** or slower (if required) for a more detailed inspection.
- c. Each runway third shall be assessed and a RWYCC generated and reported to ATC upon completion of the inspection.
- d. If a runway third is assessed with a RWYCC of "2" or "3", request to issue a SNOWTAM must be included in the RT to ATC.

APPLYING COVERAGE CRITERIA:

- Assess per cent coverage of runway contamination for each runway third. See Table 1 and Figure 3 below.

Table 1	
ASSESSED PER CENT	REPORTED PER CENT
10 – 25 %	25 %
26 – 50 %	50 %
51 – 75 %	75 %
76 – 100 %	100 %

Figure 3: Coverage Criteria



SOAO/AOO

ASSIGNMENT OF RUNWAY CONDITION CODE (RWYCC):

- Assess and determine the type and depth of contaminants present for each runway third and assign respective RWYCC.
- If the contaminant coverage for that third is less than 10% a RWYCC 6 is to be generated for that third, and no contaminant is to be reported (NR).
- If all thirds have less than 10% contaminant coverage, no report is generated.
- If the contaminant coverage for that third is greater than or equal to 10% and less than or equal to 25%, a RWYCC 6 is to be generated for that third and the contaminant reported at 25% coverage.
- If the contaminant coverage for that third is greater than 25%, the RWYCC for that third is based on the contaminant.
- Identify RWYCC by reviewing all runway surface description categories in below table (Table 2):

Table 2

RUNWAY CONDITION CODE	
RWYCC	Runway Surface Description
6	DRY
5	WET – the runway surface is covered by any visible dampness or water up to and including 3 mm depth.
3	SLIPPERY WET – Only to be used when the runway is already NOTAMed may be slippery when wet.
2	STANDING WATER – More than 3mm depth of water.

- e. Scan the surface of the runway, from edge to edge and pay particular attention on the following:
- Depth of the water at the touch down zone areas where aircraft wheels will contact the runway;
 - Areas where water is accumulating (scattered or in isolation) – measure and take note of the depth of the water;
 - Areas with flowing water to one side or across the runway, flowing water is standing water – measure and take note of the depth of the water;
 - Accumulated water at the runway edge which effectively reduces the cleared runway width – measure and take note of the width and length of the accumulated water on every runway third.
 - Any significant observation that is likely to affect aircraft safety must be reported to ATC in plain language when reporting the RCR.

Taxiway Condition Assessment:

- Upon receipt of instruction from the DMA, SOAOs or AOOs assigned on respective taxiways shall perform a taxiway condition assessment.
- All taxiways in use must be inspected for any contamination.
- Refer to **Table 1** regarding the terms to be used in describing the taxiway surface condition.

NOTE: A taxiway should be kept clear of contaminants to the extent necessary to enable aircraft to be taxied to and from an operational runway.

Apron Condition Assessment:

- Upon receipt of instruction from the DMA, SOAOs or AOOs assigned on respective aprons shall perform an apron condition assessment.
- All Apron stands must be inspected for any contamination.
- Refer to **Table 1** regarding terms to be used in describing the apron surface condition.

NOTE: Aprons should be kept clear of contaminants to enable aircraft taxiing in, allow aircraft ground handling and push back for departure.

SOAO/AOO

Table 3	
TAXIWAY and APRON SURFACE CONDITION DESCRIPTION	
DRY	Taxiway or apron surface is dry.

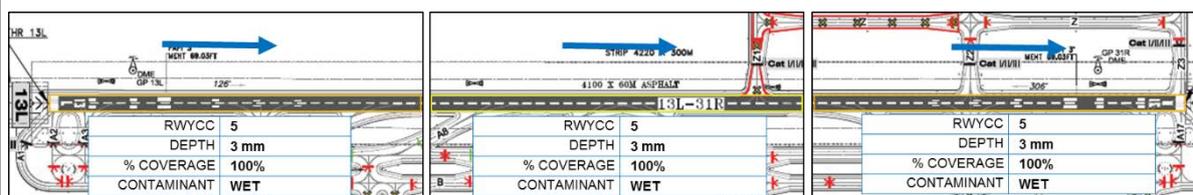
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WET	The taxiway or apron surface is covered by any visible dampness or water.
POOR	The taxiway or apron surface is covered by water or any contaminant that obstruct significant ground markings, AGLs and advertently affect surface movement of aircraft.

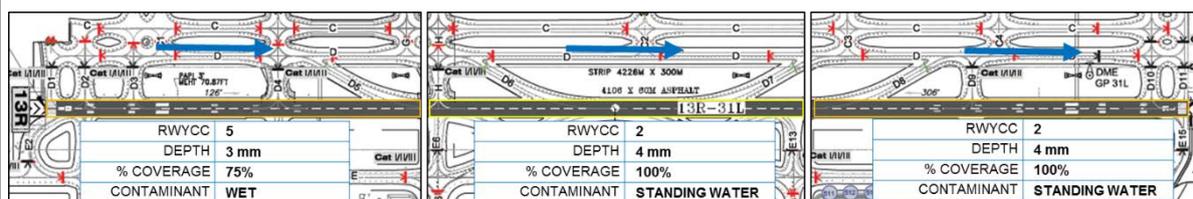
3. REPORT RCR / TWYSC to ATC // REPORT APNSC to AOCC
Runway Condition Report (RCR):
 Upon completion of the inspection, pass the RCR to the ATC Tower frequency in the following format: SOAO/AOO

Example 1:



RT: "Abu Dhabi Tower North, Leader 5, runway vacated via A17, inspection completed, runway condition report for RWY 13L, runway condition code 5, 5, 5. Per cent coverage, 100%, 100%, 100%. Water depth, NR, NR, NR. Contaminant type, WET, WET, WET.

Example 2:



RT: "Abu Dhabi Tower North, Leader 5, runway vacated via E15, inspection completed, runway condition report for RWY 13R, runway condition code 5, 2, 2. Per cent coverage, 75, 100, 100. Water depth, NR, 04mm, 04mm. Contaminant type, WET, STANDING WATER, STANDING WATER. **Please advise AIS to issue a SNOWTAM.**

Taxiway Surface Condition (TWYSC):
 a. If a portion of a taxiway is unsafe for aircraft to taxi due to present contaminants, immediately notify ATC Tower via the RT.
Apron Surface Condition (APNSC):
 a. If a parking stand/bay is unsafe for aircraft use due to present contaminants, immediately notify AOCC by using your mobile phone. SOAO/AOO

4. REPORT RCR, TWYSC and APNSC to DMA
RCR, Taxiway Surface Condition and Apron Surface Condition: SOAO/AOO

<p>Report the same information to the DMA via the RT or mobile phone:</p> <ul style="list-style-type: none"> • Runway Condition Report – RWYCC, % coverage, water depth, contaminant type and any other significant observation. • TWYSC – report present condition of the inspected taxiways using the terms in Table 3 and other plain language remarks. • APNSC - report present condition of the inspected taxiways using the terminologies in Table 3 and other plain language remarks. 	
<p>5. UPDATE RECORDS</p> <p>a. Record necessary information on the appropriate inspection checklist (i.e., RCAC, Runway Inspection Checklist, Taxiway Inspection Checklist and Zone Inspection Checklist).</p>	<p>SOAO/AOO</p>
<p>6. UPDATE RCAC</p> <p>Upon receipt of all pertinent information from the inspectors, the ADIA RCA Checklist must be updated by the SOAO and reviewed by the DMA for accuracy.</p> <p><i>See Appendix 1 of this SOP on how to fill-up the RCAC.</i></p> <p><u>Upgrading or Downgrading the RWYCC</u></p> <p>After the first assessment of runway surface condition, a first RCR is generated.</p> <p>A re-assessment of the runway condition surface that could upgrade or downgrade the RWYCC should be considered in the event of the following but not limited to:</p> <ol style="list-style-type: none"> a. When weather conditions are changing that may change the previous runway surface condition report; b. Increase in depth of the water by 3mm from previous reported depth of any runway third; <ul style="list-style-type: none"> NOTE: For STANDING WATER (RWYCC 2) 4mm depth have to be reported as a minimum. c. From RWYCC 2 (more than 4mm depth of water) the depth of the water in subsequent assessment reveals that the depth of the water is below 3mm. d. Two consecutive SPECIAL AIR-REPORTS of POOR runway braking action is received from ATC; <p>NOTE 1: If contamination exceeds 10% of the assessed runway thirds which is standing water exceeding 15mm in depth, the DMA should consider continued operation of the runway. In this situation the DMA must escalate to the Airport Duty Manager (ADM) and Head of the Department (HOD) for Business Continuity Plan (BCP).</p> <p>NOTE 2: Consider the suspension of operations on respective runway when one pilot reported a LESS THAN POOR runway braking action. Refer to RCAM table below.</p>	<p>DMA/SOAO</p>

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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	• 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	• WET ("slippery wet" runway)	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	More than 3 mm depth of water: • 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

7. SCAN AND SEND TO GROUP E-MAIL

Once the ADIA Runway Condition Assessment Checklist is correctly filled-up, it must be signed by the SOAO and handed to the DMA. The DMA must review and sign the official report for quality assurance purposes.

The report will be scanned by the SOAO and send to the group e-mail: grf@adac.ae.

SNOWTAM REQUEST

- a. In the event of a reported RWYCC 3 (slippery wet runway) or RWYCC 2 (water depth more than 3mm) in any runway thirds of the assessed runway, the DMA will follow-up with the ATC Supervisor (02 599 8735) and confirm if the SNOWTAM request was passed on to AIS as per the RT and official RCR (in the e-mailed RCAC).
- b. The DMA must verify the issued SNOWTAM for correctness of information in the e-mail updates sent by AIS.
- c. If a SNOWTAM is issued, the 8 hour window must be observed by the DMA for currency of information. A new RCR must be generated to reflect current conditions prior to the expiration of the SNOWTAM.
- d. An issued SNOWTAM must be cancelled if all runway thirds appears to fall into RWYCC 5 or 6. SOAO/AOO upon completion of the re-assessment must verbally request ATC over the RT to cancel the SNOWTAM. DMA/SOA to follow-up accordingly (See letter "b" above).

DMA/SOAO

NOTE: The initial request for SNOWTAM would be via the RT after completion of the runway inspection by the SOAO/AOO.

6. MONITORING, EVALUATION AND REVIEW

Compliance with the SOP is monitored by the ADAC internal audit program. This SOP will be reviewed on an annual basis or whenever required.

7. POTENTIAL RISKS

Risk	Control Measure
Runway excursion due to inconsistencies with reported runway surface condition assessment to ATC.	Application of the Global Reporting Format (GRF) - Standard Runway Condition Assessment Matrix (RCAM) for reporting runway surface condition. Annual re-training and competency check of Airside Operations personnel.
Runway incursion by inspection vehicle.	Only trained and authorized personnel from Airside Operations conduct runway surface inspections. ATC clearance obtained prior to runway entry. Fully equipped inspection vehicles are used for runway surface inspections.

8. EXCEPTIONS

This SOP applies to ADIA only.

9. LEGAL REQUIREMENTS

- CAR Part IX Aerodromes, Chapter 4, 4.11.4

10. SUPPORTING DOCUMENTATION AND TOOLS

- ICAO Doc 9981 PANS Aerodromes
- ICAO Circular 355 Assessment, Measurement and Reporting of Runway Surface Conditions

11. FILING AND DISTRIBUTION

The master soft or hard copy of this SOP will be filed in the Integrated Management System IMS under the SOP file in the Airside Safety and Standards section of the ADIA Operations department. This SOP document is available on ADAC Matari IMS site. The online version of this procedure is official, therefore all printed versions are unofficial uncontrolled copies.

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12. CHANGE LOG

Version No.	Document Creation, Review, Approval and Change Tracking	Actioned by (Name, Title, Department)	Action Date	Change Effective Date
V1.0	Document creation	Saeed Al Hameli	20/06/2021	04/11/2021

N.B. This document is UNCONTROLLED unless signed by an authorized person in the appropriate section of this document or viewed in Workflow! on Abu Dhabi Airports Matari-Sharepoint.

APPENDIX A. How to fill-up the Runway Condition Assessment Checklist.

Aeroplane Performance Calculation Section

- Fill-up the necessary fields (e.g., aerodrome, date, etc.) and check the boxes in the RCAC.
- In the runway illustration, write "L" or "R" the runway designation. Also mark the drawing with any water formations observed by the inspector.
- On the runway thirds boxes, the runway condition code and per cent coverage must be checked accordingly.
- The numeric code of the RWYCC must reflect on the upper right **red box** of each runway thirds based on the observation.

Situational Awareness Section

All individual messages in the situational awareness section end with a full-stop sign, in order to distinguish the message from subsequent message(s).

The information to be included in this section consists of the following:

- Reduced runway length
 This information is conditional when a NOTAM has been published with new declared distances affecting the landing distance available (LDA). Check the box when applicable.
 Example: NOTAM issued reducing runway length?
- Taxiway
 This information is optional.
 Format: TWY [nn]n POOR
 Example: TWY E14 POOR
- Apron
 This information is optional.
 Format: APRON [nnnn] POOR
 Example: APRON Stand 221 & 222 – POOR
- Plain language remarks using only allowable characters in capital letters.

Where possible, standardized text is used. 'UPGRADED or DOWNGRADED' is used whenever assessed RWYCC differs from what follows directly from RCAM.

RUNWAY CONDITION REPORT (RCR)

- a. Aerodrome location: four letter ICAO location indicator.

Format: nnnn

Example: OMAA (*already printed in checklist*)

- b. Date and Time of assessment: date and time (UTC) when the assessment was performed.

Format: MMDDhhmm

Example: 03150630

- c. Runway: runway designation for which the assessment is carried out and reported.

Format: nn[L] or nn[R]

Example: 31R

- d. Runway Condition Code for each runway third: a one-digit number identifying the RWYCC assessed for each runway third.

The codes are reported in a three-character group separated by a '/' for each third. The direction for listing the runway thirds is the direction as seen from the lower runway designation number.

NOTE: When transmitting information on the runway surface condition by air traffic services to flight crews, the sections are, however, referred to as the first, second or third part of the runway. The first part always means the first third of the runway as seen in the direction of landing or take-off.

Format: n/n/n

Example: 5/5/5

- e. Per cent coverage contaminant for each runway third: a number identifying the percentage coverage. The percentages are to be reported in an up-to nine-character group separated by a '/' for each runway third.

The assessment is based upon an even distribution within the runway thirds.

NOTE: This information is conditional. It is not reported for any runway third that is dry or covered with less than 10 per cent. The position of this type of information in the information string is then identified by /NR/.

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

Example: 75/100/100

- f. Depth of loose contaminant: standing water for each runway third: a two- or three-digit number representing the assessed depth (mm) of the contaminant for each runway third.

The depth is reported in a six- to nine-character group separated by a '/' for each runway third.

The assessment is based upon an even distribution within the runway thirds following an assessment.

If measurements are included as part of the assessment process, the reported values are still reported as assessed depths.

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

Example: 05/05/05

NOTE 1: This information is conditional. It is reported only for STANDING WATER.

NOTE 2: For runway conditions other than STANDING WATER, the depth is not reported. The position of this type of information in the information string is then identified by /NR/.

Example: 5/5/5 100/100/100 **NR/NR/NR** WET/WET/WET

NOTE 3: When the depth of the contaminants varies significantly within a runway third, additional information is to be given in the language remark part of the situational awareness section of the RCR.

- g. Condition description for each runway third: to be reported in capital letters using the terms specified in Table 2. The condition types are separated by an oblique stroke '/'.

Format: nnnn/nnnn/nnnn

Example: WET/WET/WET

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- h. Width of runway to which the RWYCCs apply if less than the published width: two digit number representing the width of cleared runway in meters.

Format: nn (write in the box provided)

Example: 40m

NOTE: If the cleared runway width is not symmetrical along the center line, additional information is given in the plain language remark part of the situational awareness section of the RCR.

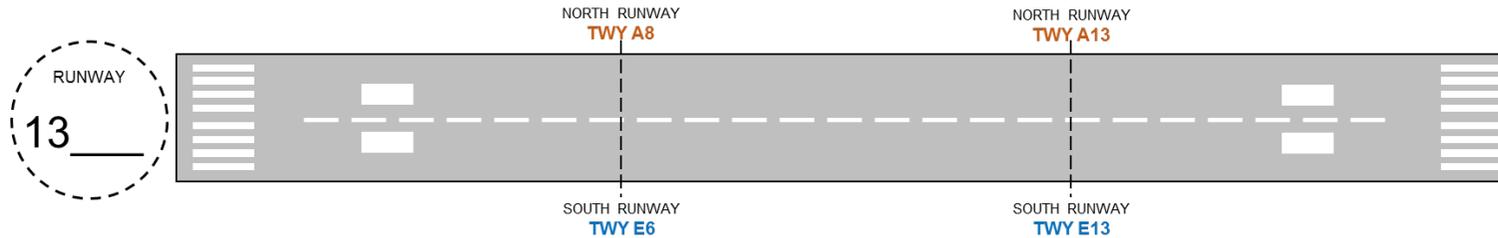
- i. RCR Serial Number (SN). To distinguish between issued RCACs, a serial number must be manually written on every RCAC. The first official RCAC will be labeled "1-L" or "1-R" and the next official RCAC will be "2-L" or "2-R" and so on.

NOTE: "L" and "R" corresponds to the runway designation. The number value corresponds to the sequence of the RCAC as it was officially issued when there is a significant change with the previous reported RCAC.

RUNWAY CONDITION ASSESSMENT CHECKLIST

Aerodrome:		AEROPLANE PERFORMANCE CALCULATION SECTION
Date:		Is more than 10% of any runway third surface, wet or contaminated?
Time (UTC):		<input type="checkbox"/> YES – assign runway condition codes for each third and complete Runway Condition Report (blue box below).
Runway:		<input type="checkbox"/> NO – no report created.
RWY Inspector:		NOTE: RWYCC 6/6/6 for all runway thirds may be used to indicate that the runway is no longer wet.

NOTE: Mark the illustration below of significant water formation (ponding, flooding, flowing, etc.) that could be detrimental to aircraft safety (arrival and departure).



- ✓ Identify % coverage if more than 10% (assessed %) of the runway third.
- ✓ Identify depth (if applicable)

- ✓ Identify Runway Condition Code (RCC).
- ✓ Record the most restrictive code in the red box to the right.

1st RUNWAY THIRD			2nd RUNWAY THIRD			3rd RUNWAY THIRD		
NOTE: For coverage 25% or LESS, enter Code 6.			NOTE: For coverage 25% or LESS, enter Code 6.			NOTE: For coverage 25% or LESS, enter Code 6.		
RUNWAY CONDITION CODE	ASSESSED PER CENT	REPORTED PER CENT	RUNWAY CONDITION CODE	ASSESSED PER CENT	REPORTED PER CENT	RUNWAY CONDITION CODE	ASSESSED PER CENT	REPORTED PER CENT
6 = Dry <input type="checkbox"/>	10 – 25%	25 <input type="checkbox"/>	6 = Dry <input type="checkbox"/>	10 – 25%	25 <input type="checkbox"/>	6 = Dry <input type="checkbox"/>	10 – 25%	25 <input type="checkbox"/>
5 = Wet (damp, <=3mm) <input type="checkbox"/>	26 – 50%	50 <input type="checkbox"/>	5 = Wet (damp, <=3mm) <input type="checkbox"/>	26 – 50%	50 <input type="checkbox"/>	5 = Wet (damp, <=3mm) <input type="checkbox"/>	26 – 50%	50 <input type="checkbox"/>
3 = Slippery Wet ** <input type="checkbox"/>	51 – 75%	75 <input type="checkbox"/>	3 = Slippery Wet ** <input type="checkbox"/>	51 – 75%	75 <input type="checkbox"/>	3 = Slippery Wet ** <input type="checkbox"/>	51 – 75%	75 <input type="checkbox"/>
2 = Standing Water <input type="checkbox"/>	76 – 100%	100 <input type="checkbox"/>	2 = Standing Water <input type="checkbox"/>	76 – 100%	100 <input type="checkbox"/>	2 = Standing Water <input type="checkbox"/>	76 – 100%	100 <input type="checkbox"/>
FOR STANDING WATER, 4mm DEPTH HAVE TO BE REPORTED AS MINIMUM.	** SLIPPERY WET (Only to be used when the RWY is already NOTAMed may be slippery when wet)		FOR STANDING WATER, 4mm DEPTH HAVE TO BE REPORTED AS MINIMUM.	** SLIPPERY WET (Only to be used when the RWY is already NOTAMed may be slippery when wet)		FOR STANDING WATER, 4mm DEPTH HAVE TO BE REPORTED AS MINIMUM.	** SLIPPERY WET (Only to be used when the RWY is already NOTAMed may be slippery when wet)	
ASSESSED DEPTH: <input style="width: 50px;" type="text"/>			ASSESSED DEPTH: <input style="width: 50px;" type="text"/>			ASSESSED DEPTH: <input style="width: 50px;" type="text"/>		

SITUATIONAL AWARENESS SECTION

NOTAM issued reducing runway length?

Notes: _____

TWY _____ Apron _____ Others _____

NOTE: If contamination exceeds 10% of the assessed runway thirds which is standing water exceeding 15mm in depth, the DMA should consider continued operation of the runway. In this situation the DMA must escalate to the Airport Duty Manager (ADM) and Head of the Department (HOD) for Business Continuity Plan (BCP).

OMAA

RCR

SN

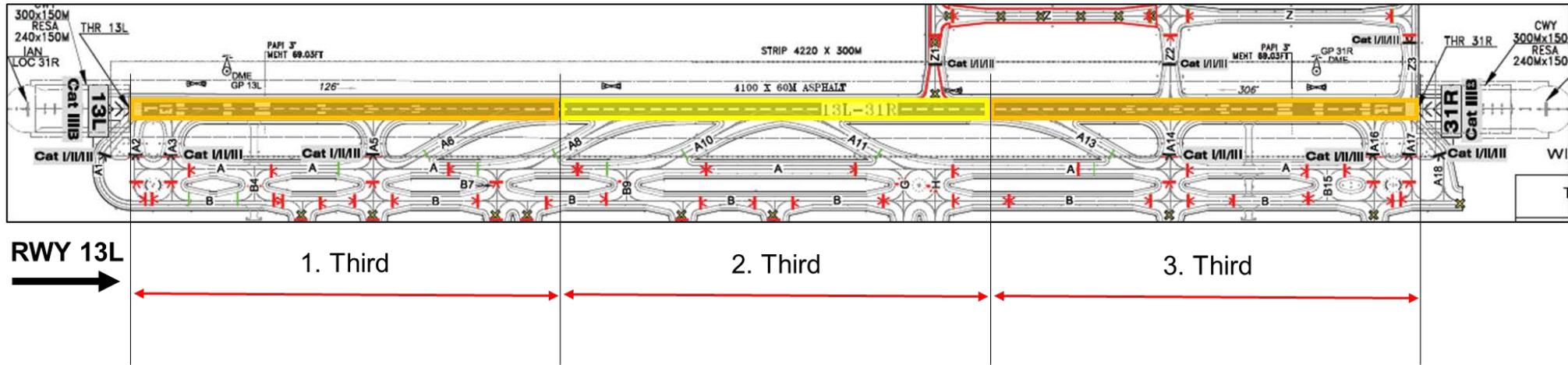
Aerodrome Type 3rd Third Date and Time (MMDDhhmm) RWY RWYCC % Coverage Depth in mm Contaminant Type 1st Third Contaminant Type 2nd Third Contaminant

Plain language remarks: _____

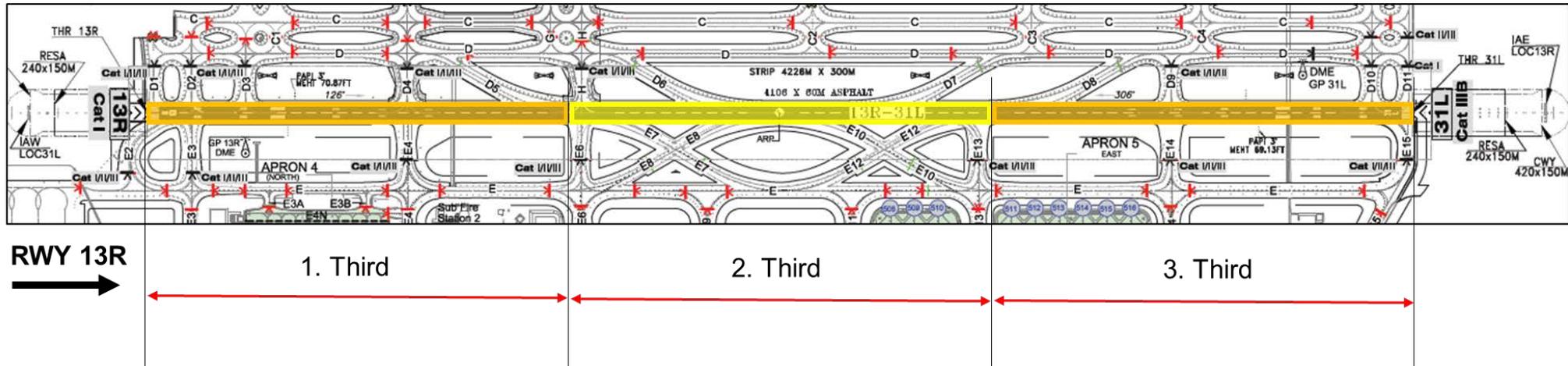
Request for SNOWTAM? YES NO

Reduced RWY Width in meters (if applicable): _____

NORTH RUNWAY 13L



SOUTH RUNWAY 13R



-END-