



EAC

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RUNWAY CONDITION REPORT FOR REPORTING RUNWAY SURFACE CONDITION

1.1 On a global level, movement areas are exposed to a multitude of climatic conditions and consequently a significant difference in the condition to be reported. The runway condition report (RCR) describes a basic methodology applicable for all these climatic variations and is structured in such a way that States can adjust them to the climatic conditions applicable for that State or region.

1.2 The concept of the RCR is premised on:

- a) an agreed set of criteria used in a consistent manner for runway surface condition assessment, aeroplane (performance) certification and operational performance calculation;
- b) a unique runway condition code (RWYCC) linking the agreed set of criteria with the aircraft landing and takeoff performance table, and related to the braking action experienced and eventually reported by flight crews;
- c) reporting of contaminant type and depth that is relevant to take-off performance;
- d) a standardized common terminology and phraseology for the description of runway surface conditions that can be used by aerodrome operator inspection personnel, air traffic controllers, aircraft operators and flight crew; and
- e) globally-harmonized procedures for the establishment of the RWYCC with a built-in flexibility to allow for local variations to match the specific weather, infrastructure and other particular conditions.

1.3 These harmonized procedures are reflected in a runway condition assessment matrix (RCAM) which correlates the RWYCC, the agreed set of criteria and the aircraft braking action which the flight crew should expect for each value of the RWYCC.

6.4 Procedures which relate to the use of the RCAM are provided in the PANS-Aerodromes (Doc 9981).

6.5 It is recognized that information provided by the aerodrome's personnel assessing and reporting runway surface condition is crucial to the effectiveness of the runway condition report. A misreported runway condition alone should not lead to an accident or incident. Operational margins should cover for a reasonable error in the assessment, including unreported changes in the runway condition. But a misreported runway condition can mean that the margins are no longer available to cover for other operational variance (such as unexpected tailwind, high and fast approach above threshold or long flare).

1.6 This is further amplified by the need for providing the assessed information in the proper format for dissemination, which requires insight into the limitations set by the syntax for dissemination. This in turn restricts the wording of plain text remarks that can be provided.

1.7 It is important to follow standard procedures when providing assessed information on the runway surface conditions to ensure that safety is not compromised when aeroplanes use wet or contaminated runways. Personnel should be trained in the relevant fields of competence and their competence verified in a manner required by the State to ensure confidence in their assessments.

1.8 The training syllabus may include initial and periodic recurrent training in the following areas:

- a) aerodrome familiarization, including aerodrome markings, signs and lighting;
- b) aerodrome procedures as described in the aerodrome manual;
- c) aerodrome emergency plan;
- d) Notice to Airmen (NOTAM) initiation procedures;
- e) completion of/initiation procedures for RCR;

- f) aerodrome driving rules;
- g) air traffic control procedures on the movement area;
- h) radiotelephone operating procedures;
- i) phraseology used in aerodrome control, including the ICAO spelling alphabet;
- j) aerodrome inspection procedures and techniques;
- k) type of runway contaminants and reporting;
- l) assessment and reporting of runway surface friction characteristics;
- m) use of runway friction measurement device;
- n) calibration and maintenance of runway friction measurement device;
- o) awareness of uncertainties related to l) and m); and
- P) low visibility procedures.