

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES, RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

1 Introduction

1.1 Adequate rescue and fire fighting vehicles, equipment and personnel have been provided at all aerodromes available for use by international commercial air transport. The levels of rescue and fire fighting facilities available for use are shown in item AD 2.6 of each aerodrome.

2 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING AND SNOW PLAN

2.1 SNOW PLAN

NIL (not applicable)

2.2 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING

The following information are based on the implementation of the new ICAO methodology for assessing and reporting runway surface conditions, commonly known as the ICAO Global Reporting Format (GRF). Aircraft operators should utilize the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely and provide runway braking action special air reports (AIREP) to ATC.

2.2.1 Assessment and Reporting

2.2.1.1 Runway surface conditions are assessed and reported in the ICAO GRF whenever water is present on an operational runway.

2.2.1.2 Runway Condition Report (RCR) is disseminated when there are significant changes in the runway surface condition.

2.2.1.3 The RCR contains Runway Condition Code (RWYCC) and information that describes the runway surface condition, i.e., type of contaminants, depth, coverage for each runway third. Other relevant information is reported in the situational awareness section of the RCR.

2.2.1.4 The RWYCC is derived from the Runway Condition Assessment Matrix (RCAM), which contains the information that is relevant to the current weather environment in Singapore.

Runway condition assessment matrix (RCAM)

Assessment criteria		Downgrade assessment criteria	
Runway condition code (RWYCC)	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
3	WET ("slippery wet" runway)	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
2	STANDING WATER (more than 3 mm depth)	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor

2.2.1.5 The RCR is disseminated via ATIS, SNOWTAM, and Air-Ground Voice Communications.

Communication Channels for RCR

Runway condition code (RWYCC)	Air-Ground Voice Communications	ATIS	SNOWTAM
6 (Dry)	Yes*	No	No**
5 (Wet)	Yes	Yes	No**
3 (Slippery Wet)	Yes	Yes	No**
2 (Standing Water more than 3 mm)	Yes	Yes	Yes

* Upon request

** Except when RWYCC 2 was previously reported

2.2.2 Dissemination of Runway Condition Report (RCR)

2.2.2.1 ATIS

2.2.2.1.1 The RCR is communicated in addition to the MET REPORT elements. The information is communicated for each runway third in the direction of landing/take-off.

2.2.2.2 SNOWTAM

2.2.2.2.1 The SNOWTAM will be promulgated whenever RWYCC 2 is reported. The assessment and reporting of runway surface conditions continue until the runway is no longer contaminated. The RCR is communicated from the lowest runway designation number.

2.2.2.3 Air-Ground Voice Communications

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

2.2.2.3.2 Pilots are to make special air reports (AIREP) whenever worse braking action than previously reported is experienced. Otherwise, the pilots may be asked by the ATC to report their assessment of the braking performance. The terms to describe braking action are provided in the RCAM in para 6.1.4.