

## AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

### 1. Rescue and fire fighting services

1. Adequate rescue and fire fighting vehicles equipment and personnel have been provided at all aerodromes for use by international and national commercial air transport.

2. The scale of protection has been determined in accordance with the guidance in Attachment A in Annex 14 and is indicated in terms of aerodrome category in AD 2. The number of trained personnel available is also indicated. The Rescue and Fire fighting service at SSR International Airport is the responsibility of Airports of Mauritius Limited. RFFS at Plaine Corail Airport is under the shared responsibility of Airports of Rodrigues Ltd and Rodrigues Regional Assembly.

### 2. Snow plan

Mauritius has developed the Global Reporting Format to enable the harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment for take-off and landing performance.

Global Reporting Format is intended to mitigate against runway excursions which studies have revealed that the majority are a result of unsafe runway conditions. The methodology requires aerodrome operators to assess and timely report runway surface conditions in a standardized manner to Air Traffic Controllers and Aeronautical Information Service for relaying to pilots. The pilots are then to match the information received against the performance of the aircraft to execute appropriate actions, which include landing braking actions, and aborting landings or departures.

#### 2.1. Organization of the runway surface condition report

2.1.1 Airports of Mauritius Ltd (AML), as the licensed aerodrome operator of Sir Seewoosagur Ramgoolam International Airport and Airport of Rodrigues Ltd (ARL), as the licensed aerodrome operator at Plaine Corail Airport are responsible for assessing, reporting and improving runway, taxiways

and apron surface conditions and issue a Runway Condition Report (RCR).

2.1.2 Manoeuvring area and apron inspections shall be carried out by specially trained and qualified personnel. Runway monitoring is based on airfield operations (AML & ARL) personal observations and supplemental measurements.

2.1.3 Whenever water is present on an operational runway, monitoring of the development of the situation and the prevailing weather conditions, shall be continuous and more intense.

2.1.4 Runway Condition Report (RCR) will be disseminated based on continuous runway surface monitoring and observing significant changes in Runway Condition Code (RWYCC), percentage coverage, type and depth of contaminant.

### 2.2. Surveillance of movement areas

2.2.1 Inspections of the movement area shall be conducted either periodically or depending on the prevailing or predicted weather conditions or monitored surface conditions. Whenever significant changes are expected to happen specifically on an operational runway, monitoring of the development of the situation and the prevailing weather conditions shall be continuous and more intense.

### 2.3. Surface condition assessment methods used

2.3.1 Runway conditions reporting is based on the Global Reporting Format (GRF). Runway Condition Assessment Matrix (RCAM) is used in order to assign the runway condition code (RWYCC) and for runway surface description. The Runway Condition Report contains the RWYCC (Runway Condition Code) and information which describes the runway surface condition: type of contamination, depth, coverage for each third of the runway, etc. based upon (AML & ARL) airfield operation's overall assessment, observations and supplemental measurements of the surface conditions.

2.3.2 The code is derived from the Runway Condition Assessment Matrix (RCAM).

| RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) FOR DRY, WET AND STANDING WATER ONLY. |   |   |                                       |
|---|---|---|---------------------------------------|
| 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   | <ul style="list-style-type: none"> <li>• DRY</li> </ul>   | ---   | ---                                   |
| 5   | <ul style="list-style-type: none"> <li>• WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)</li> </ul> | Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.                        | GOOD                                  |
| 3   | <ul style="list-style-type: none"> <li>• WET (“slippery wet” runway)</li> </ul>   | Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced. | MEDIUM                                |
| 2   | <ul style="list-style-type: none"> <li>• STANDING WATER (More than 3 mm depth of water)</li> </ul>  | Braking deceleration OR directional control is between Medium and Poor.   | MEDIUM TO POOR                        |

2.3.3 A wet runway may be slippery where the surface friction characteristics of a significant portion of the runway have been determined to be degraded.

2.3.4 Some contributing factors that can create such conditions include rubber build up, groove failures/wear or pavement micro/macro textures.

## 2.4 System and means of reporting

2.4.1 Aerodrome Operators (AML & ARL) shall use the reporting system (DCA Form 614) to convert assessed runway surface conditions to Runway Condition Report (RCR). The RCR is then forwarded to the Department of Civil Aviation – Air Navigation Services. In the case that the Runway Condition Code is less than 6, the information in the RCR is used for the issuance of ATIS messages and SNOWTAM if necessary. SNOWTAM shall be issued only for STANDING WATER.

### a) Aeroplane performance calculation section

- i) Aerodrome indicator locator
- ii) Date and time of assessment

- iii) Lower runway designation number
- iv) Runway condition code for each runway third
- v) Percentage coverage contaminant of each runway third

| Assessed per cent (%) | Reported per cent |
|-----------------------|-------------------|
| < 10 or DRY           | NR                |
| 10 - 25               | 25                |
| 26 - 50               | 50                |
| 51 - 75               | 75                |
| 76 - 100              | 100               |

NR: Not Reported.

- vi) Depth of loose contaminant

| Contaminant    | Valid values to be reported | Significant change             |
|----------------|-----------------------------|--------------------------------|
| STANDING WATER | 02, then assessed value     | 3 mm up to and including 15 mm |

- vii) Condition description for each third

- viii) Width of runway to which the RWYCCs apply if less than published width

**b) Situational awareness section.**

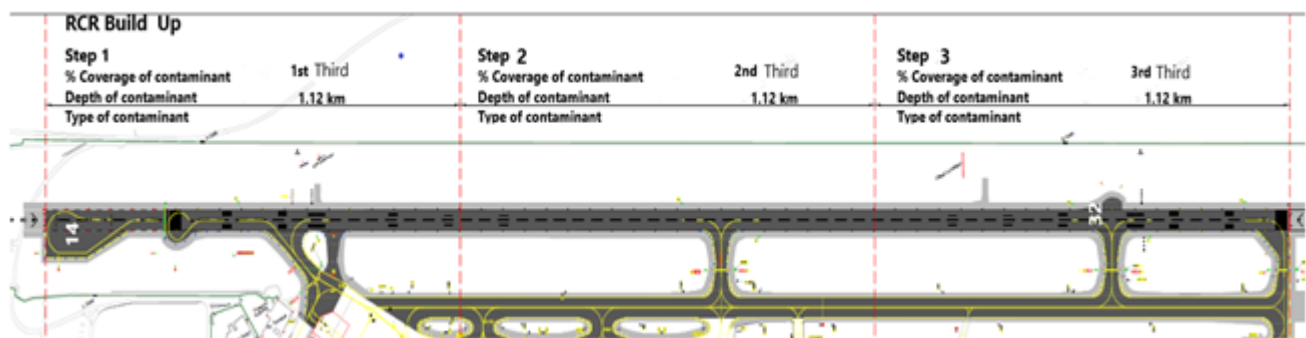
- i) Reduced runway length
- ii) Taxiway conditions
- iii) Apron conditions
- iv) Authority-approved and published use measured friction coefficient
- v) Plain language remarks using only allowable characters in capital letters

2.5.1.1 At Sir Seewoosagur Ramgoolam International Airport, AML operations shall commence the runway inspection following the RCR build up, i.e., commencing from the lower runway designator - 1st Third to 3rd Third and shall forward the Runway Condition Report to both the Air Traffic Services (ATS) and the Aeronautical Information Services.

2.5.1.2 The Air Traffic Services will inform pilots through radio contact and will also broadcast the information on ATIS.

**2.5. Distribution of information about runway surface conditions**

**2.5.1 Sir Seewoosagur Ramgoolam International Airport**



Sir Seewoosagur Ramgoolam International Airport

2.5.1.3 The Aeronautical Information Services (AIS) will provide the information received in the RCR to end users through SNOWTAM in the new format in case of STANDING WATER. The maximum validity of SNOWTAM is 8 hours. A new SNOWTAM will be issued whenever there is a significant change in conditions on the runway in use.

2.5.1.4 The International NOTAM Office (NOF) is responsible for the distribution of the SNOWTAM

**2.5.2 Plaine Corail Airport**

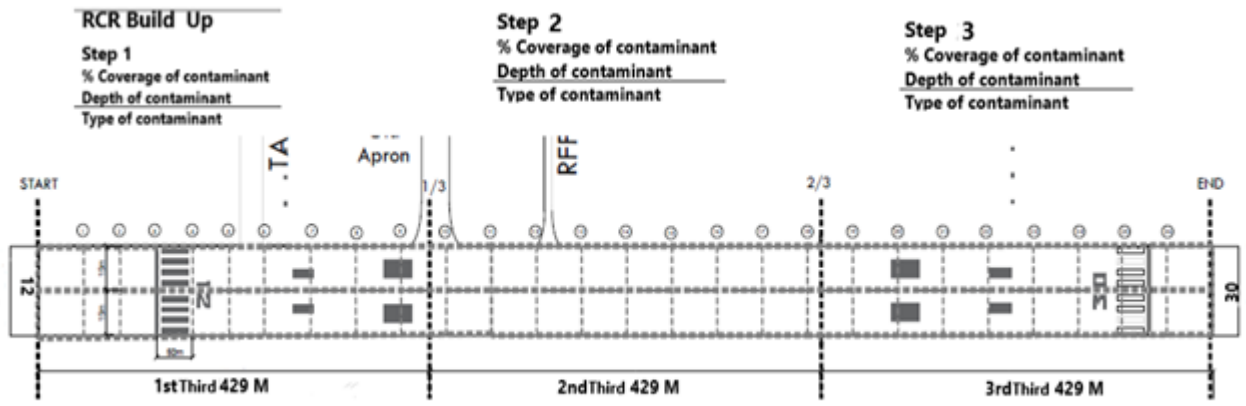
2.5.2.1 At Plaine Corail Airport, ARL operations is responsible for the preparation and distribution of

Runway Condition Report (RCR) to the Control Tower of Plaine Corail Airport and to the Aeronautical

Information Services. ARL operations shall commence the runway inspection following the RCR build up, i.e., commencing from the lower runway designator -1st Third to 3rd Third and shall forward the Runway Condition Report to both the Air Traffic Services (ATS) and the Aeronautical Information Services.

2.5.2.2 The Air Traffic Services will inform the runway surface conditions to the pilots through radio contact.

2.5.2.3 The Aeronautical Information Services (AIS) will provide the information received in the RCR to end users



Plaine Corail Airport