

Federal Aviation Agency

ADVISORY CIRCULAR



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AIR CARRIER AND
COMMERCIAL OPERATIONS

EFFECTIVE :
8/17/67

SUBJECT : WET OR SLIPPERY RUNWAYS

1. **PURPOSE.** The intent of this circular is to provide uniform guidelines in the application of the "wet runway" rule by certificate holders operating under FAR 121.
2. **BACKGROUND.** FAR 121.195(d), which became effective on January 15, 1966, is applicable in planning the allowable landing weight of a turbojet airplane for the destination airport when the runways are expected to be wet or slippery at the estimated time of arrival. In order to ensure uniform application of the "wet runway" rule, the following guidelines are considered necessary and appropriate.
3. **FAA GUIDELINES.** The following criteria are acceptable in complying with FAR 121.195(d).
 - a. A flight may be dispatched on the basis of a dry runway when the following conditions are forecast for the destination airport and no other factors or conditions (including those listed in subparagraphs b., c., and d.) indicate that the landing runway may be wet or slippery at the estimated time of arrival:
 - (1) Scattered showers in the area.
 - (2) Intermittent drizzle of no greater than moderate intensity.
 - (3) Intermittent light rain (with surface temperatures above freezing).
 - (4) Light snow with surface temperatures below 28° F.
 - b. Judgment must be exercised prior to dispatching or releasing a flight on the basis of a dry runway in order to ensure compliance with the spirit and intent of FAR 121.195(d). This judgment should be based on operating experience into the particular

airport, considering such factors as geographic location, the period during which precipitation conditions have existed, prevailing temperature, wind, known condition of surface with respect to contamination such as soot, dust, oil, an estimate of pavement temperature based on recent temperature conditions, (etc).

- c. When precipitation conditions are reported or forecast other than those cited in subparagraph a. above, and are not forecast to end in sufficient time to allow the runway to dry, the runway should be considered as being wet or slippery for purposes of complying with FAR 121.195(d). Such conditions include showers or occasional showers, heavy drizzle, continuous light rain, moderate or heavy rain, freezing rain of any intensity, and any snow intensity other than light with surface temperatures below 28°.
- d. Frequently, runways remain covered with ice, snow, or slush for some period of time after the weather which caused this condition has passed. Even though this information may not appear in a weather report, it is the operator's responsibility in complying with FAR 121.551 or 121.553 to consider the probability of such runway conditions in determining whether the runway may be wet or slippery upon arrival.

4. NOTES ON APPLICABILITY OF FAR 121.195(d).

- a. Section 121.195(d) does not apply to a pilot who was dispatched or released, based on a dry destination airport but who finds wet or slippery runways on arrival. However, the changed conditions should be considered in his decision to land on a particular runway.
- b. In lieu of adding 15 percent to the required runway length for landing when it is anticipated the landing runway will be wet or slippery on arrival, FAR 121.195(d) permits use of a lesser additional distance based on a showing using actual operating landing techniques on wet runways.


Director
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