

AERONAUTICAL INFORMATION CIRCULAR 32/20

CANADIAN RUNWAY FRICTION INDEX REPORTING BY RUNWAY THIRDS: NATIONAL

Section 302.416 of the *Canadian Aviation Regulations* (CARs), “Airport Winter Maintenance,” and the associated “Airport Winter Maintenance Standard 322.416” became effective on 15 May 2020. These provisions introduced the requirement to report Canadian Runway Friction Index (CRFI) information by runway thirds in certain circumstances. As a result, the reporting format was updated to accommodate this new requirement.

The most significant changes related to CRFI information reported by runway thirds, either by NOTAMJ or air traffic services (ATS), are as follows:

- CRFI information appears in a remarks field in NOTAMJ when reported by runway thirds. Otherwise, when reported by full runway length, the CRFI information appears in a dedicated section (as per the previous practice);
- Runway surface conditions are always reported by full runway length (average), even when CRFI is reported by runway thirds; and
- ATS will relay CRFI information by runway thirds in the direction of flight for the runway of interest (i.e., touchdown, midpoint, rollout), pausing between each value.

Example:

Reporting by runway thirds:	“FRICTION INDEX RUNWAY ZERO-NINE, TEMPERATURE MINUS ONE-EIGHT, WAS DECIMAL TWO-EIGHT, DECIMAL TWO-SEVEN, DECIMAL TWO-SIX, AT ONE-FOUR-THREE-ZERO.”
Reporting by runway thirds where one of the thirds is not reported:	“FRICTION INDEX RUNWAY ZERO-NINE, TEMPERATURE MINUS ONE-EIGHT, WAS DECIMAL TWO-EIGHT, NOT REPORTED, DECIMAL TWO-SIX, AT ONE-FOUR-THREE-ZERO.”
Reporting by full runway length:	“FRICTION INDEX RUNWAY ONE-SIX-THREE-FOUR, TEMPERATURE MINUS SIX, WAS DECIMAL THREE-FIVE AT ONE-FOUR-ONE-FIVE”.

- Automatic terminal information service (ATIS) will only state the CRFI information in the direction of the active runway(s) when reported by thirds (i.e., the CRFI information for the reciprocal runway will not be stated); and
- It is possible for the CRFI for one runway at an aerodrome to be reported by runway thirds and for another runway at the same aerodrome to be reported by full runway length (average).

Stakeholders should expect to see these changes at the onset of winter season 2020–2021 operations.

Further details regarding the format of this information in NOTAMJ can be found in the *Canadian NOTAM Operating Procedures (CNOP) Manual*, effective 5 Nov 2020 in section 8.4.13.2, "CRFI Reporting by Thirds." Examples of NOTAMJ reporting CRFI by runway thirds can be found in CNOP section 8.4.19, "Examples." At time of writing, this is the future issue of the manual and can be found at:

<<https://www.navcanada.ca/EN/products-and-services/Pages/NOTAMProcedure.aspx>>

Further details on the requirements for reporting CRFI by runway thirds can be found in:

- CARs 302.416, "Airport Winter Maintenance" at <<https://laws.justice.gc.ca/eng/regulations/SOR-96-433/page-31.html>> and
- Standard 322.416, "Friction Measurement" of the Airport Winter Maintenance Standard at <https://tc.canada.ca/en/corporate-services/acts-regulations/list-regulations/canadian-aviation-regulations-sor-96-433/standards/standard-322-airports-canadian-aviation-regulations-cars#322_416>.

Additional information can be found in "Civil Aviation Safety Alert 2020-11," which is available at:

<<https://tc.canada.ca/en/aviation/reference-centre/civil-aviation-safety-alerts>>

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