

AERONAUTICAL INFORMATION CIRCULAR 33/20

USER INFORMATION FOR THE IMPLEMENTATION OF THE CANADIAN RUNWAY SURFACE CONDITION NOTAM FORMAT 12 AUGUST 2021

Introduction

On 12 August 2021, in order to meet the important safety elements and intent of the ICAO Global Reporting Format (GRF), Canada will transition to Runway Surface Condition (RSC) NOTAM for reporting runway surface conditions. As this new NOTAM will have a different format from SNOWTAM and NOTAMJ, a description of how to interpret the information is being provided. Reporting requirements are thoroughly described in the Transport Canada Advisory Circular (AC) 300-019 – *Global Reporting Format (GRF) for Runway Surface Condition Reporting* which can be found at <<https://tc.canada.ca/en/aviation/reference-centre/advisory-circulars#300-series>>.

Objective

The purpose of this information is to improve understanding on the dissemination and interpretation of RSC NOTAM.

Body

RSC NOTAM will be disseminated in the following series:

- RSC NOTAM disseminated to International stakeholders, to the USA and within Canada will be Series S: INTL (approximately 35 aerodromes).
- RSC NOTAM disseminated to the USA and within Canada will be Series A: INTL-USA (approximately 500 aerodromes).
- RSC NOTAM disseminated within Canada only will be Series B: National (approximately 300 aerodromes).

An aerodrome's NOTAM dissemination category determines which series the RSC NOTAM will be disseminated under. It can be found in the aerodrome series table in *AIP Canada (ICAO)* Part 1, GEN Section 3.1.3.4 which can be found at <<https://www.navcanada.ca/EN/products-and-services/Pages/AIP.aspx>>.

All RSC NOTAM have Q-Code FAXX, traffic IV, purpose NBO and scope of A. The validity period of the NOTAM is a maximum of either 8 hours or 24 hours depending on the reporting method and classification of the aerodrome (subject to the published aerodrome operating hours). Item B) will indicate the beginning of the RSC NOTAM duration period and Item C) will indicate the end of the RSC NOTAM duration period. If there are significant changes a new RSC NOTAM will be issued. It is possible that the NOTAM will be disseminated in multi-parts.

Item E) of an RSC NOTAM contains three sections:

- Runway Surface Condition information;
- Canadian Runway Friction Index (CRFI) information; and
- Remarks.

Note that all runways at an aerodrome that have winter maintenance are reported in both the Runway Surface Condition and CRFI sections.

The Runway Surface Condition section contains the following information:

1. RSC Header which includes the RWY Identifier:
 - a) Runway in use designator, when reporting by thirds (e.g. RSC 33), or
 - b) Full runway designator when reporting by full runway length (e.g. RSC 07/25)
2. Runway Condition Code (RWYCC) for each runway third (only if reporting is by thirds),
3. Up to 2 runway surface condition descriptions including percent coverage and, if applicable, the associated depth (per third if reporting by thirds, per runway if reporting by full runway length),
4. Cleared runway width (if reduced),
5. Snow drifts, windrows and/or snowbanks on the runway (where applicable),
6. Other localized conditions (where applicable),
7. Any treatments applied to the runway (where applicable),
8. Conditions for the remaining width of the runway (where applicable),
9. Snowbanks adjacent to the runway (as applicable),
10. RWY remarks including if the RWYCC was upgraded or downgraded (where applicable),
11. The RSC validity time. The validity period of the RSC report is in the format MMM DD HHMM – MMM DD HHMM. This is provided as multiple runways are presented in a single report with each runway potentially having a different validity period.

As decided by the aerodrome operator, this information can be reported by thirds or by full runway length. RWYCCs are reported on a scale from 0 to 6, where 0 represents the most slippery conditions and 6 represents the least slippery conditions (equivalent to a dry runway). RWYCCs are only reported on paved runways where the runway is reported by thirds.

When RWYCCs are reported, the code is assigned based on the predominant runway surface conditions. If more than 2 runway surface conditions are present on a runway third, the 2 most prevalent or severe conditions are reported. If the percent coverage on a runway third is less than or equal to 25%, the conditions are reported and a RWYCC of 6 is assigned. If the percent coverage on a runway third exceeds 25%, the RWYCC is based on the runway surface description with the higher coverage or the more slippery condition, as circumstances warrant. The final RWYCC is then confirmed, upgraded or downgraded based on other information including: CRFI measurements, braking action reports and directional control observations.

If an aerodrome has multiple runways, all runways are reported in a single RSC NOTAM. If multiple runways are reported, they are reported in the order of ascending pairs.

- Ex. RSC 04...
RSC 22...
RSC 12...
RSC 30...

The CRFI section contains the following information:

1. Runway Identifier
2. Temperature
3. CRFI Reading
4. Observation time of the CRFI reading

Refer to the *Canadian Aviation Regulations* (CARs) Sections 322.401 to 322.417 of the Airport Winter Maintenance Standard for further information on CRFI reporting. Some circumstances require airports to report CRFI by thirds. The requirement to report CRFI by thirds is not linked to the RSC reporting method (i.e. it is possible for CRFI to be reported in thirds, while the RSC is reported for full runway length and vice versa). When CRFI is reported by thirds and a measurement is not able to be taken on any third for any reason, it is annotated by the acronym "NR" which means "Not Reported".

The remarks section will include information on Taxiway conditions, Apron conditions and any other General Remarks. Each are reported in their own remarks section.

RSC NOTAM Example. Note that it contains runways reported by full runway length and by thirds.

(S1017/20 NOTAMN

Q) CZZZ/QFAXX/IV/NBO/A/000/999/4519N07543W005

A) CYAA B) YYMMDDHHMM C) YYMMDDHHMM

E) RSC 03/21 60 PCT 1/4IN DRY SNOW. 70FT WIDTH. REMAINING WIDTH 1/4IN DRY SNOW ON TOP OF COMPACTED SNOW. VALID MMM DD HHMM - MMM DD HHMM.

RSC 05 3/3/3 30 PCT 1/8IN DRY SNOW, 50 PCT 1/8IN DRY SNOW, 40 PCT 1/8IN DRY SNOW. 175FT WIDTH. CHEMICALLY TREATED AT HHMM. REMAINING WIDTH 1/4IN DRY SNOW ON TOP OF COMPACTED SNOW. RWYCC DOWNGRADED, RWY MARKINGS OBSCURED. VALID MMM DD HHMM - MMM DD HHMM.

RSC 23 3/3/3 40 PCT 1/8IN DRY SNOW, 50 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW. 175FT WIDTH. CHEMICALLY TREATED AT HHMM. REMAINING WIDTH 1/4IN DRY SNOW ON TOP OF COMPACTED SNOW. RWYCC DOWNGRADED, RWY MARKINGS OBSCURED. VALID MMM DD HHMM - MMM DD HHMM.

RSC 15 5/5/5 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW. 190FT WIDTH. CHEMICALLY TREATED AT HHMM. REMAINING WIDTH 1/4IN DRY SNOW ON TOP OF COMPACTED SNOW. VALID MMM DD HHMM - MMM DD HHMM.

RSC 33 5/5/5 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW, 30 PCT 1/8IN DRY SNOW. 190FT WIDTH. CHEMICALLY TREATED AT HHMM. REMAINING WIDTH 1/4IN DRY SNOW ON TOP OF COMPACTED SNOW. VALID MMM DD HHMM - MMM DD HHMM.

ADDN NON-GRF/TALPA INFO:

CRFI 03/21 -8C .30 OBS AT YYMMDDHHMM.

CRFI 05 -8C .32/.33/.30 OBS AT YYMMDDHHMM.

CRFI 23 -8C .30/.33/.32 OBS AT YYMMDDHHMM.

CRFI 15 -8C .39/.40/.40 OBS AT YYMMDDHHMM.

CRFI 33 -8C .40/.40/.39 OBS AT YYMMDDHHMM.

RMK: ALL TWY 1/8IN DRY SNOW, CHEMICALLY TREATED AT HHMM. TWY F, D BRAKING ACTION POOR.

RMK: ALL APN 1/8IN DRY SNOW, CHEMICALLY TREATED AT HHMM, BRAKING ACTION POOR.

RMK: CLEARING/SWEEPING IN PROGRESS.

Other Resources:

CNOP:

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

Advisory Circular 300-019:

<https://tc.canada.ca/en/aviation/reference-centre/advisory-circulars#300-series>

Aerodrome Standards – Division IV – Airport Winter Maintenance:

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_401

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