

FIJI AERONAUTICAL INFORMATION CIRCULAR



Civil Aviation Authority of Fiji
Private Bag (NAP0354), Nadi Airport
Republic of Fiji
Tel: (679) 8323155; Fax (679) 6721 500
Website: www.caaf.org.fj

AIC 09/21
Effective
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AIRFIELD CONDITION (AFCON) NOTAM IMPLEMENTATION IN FIJI

1. INTRODUCTION

The International Civil Aviation Organisation Annex 15 Amendment 39B becomes applicable on **04 November 2021**.

Amendment 39B introduces a new SNOWTAM format, based on the recommendations of the Friction Task Force of the Aerodrome Design and Operations Panel. The SNOWTAM format relates to the use of a new Global Reporting Format (GRF) for assessing and reporting runway surface conditions which comes into effect from 04 November 2021.

The implementation of the SNOWTAM format requires the upgrade of Fiji's Aeronautical Message Handling System. However, due to the economic impact the COVID-19 pandemic has had on the aviation industry, this upgrade has been deferred to 2022. A procedural work around will be implemented until such time as the system upgrade can be carried out.

This procedural work around will see the implementation of '**AIRFIELD CONDITION' (AFCON) NOTAMS** as an alternative to the ICAO required SNOWTAM.

The word 'AFCON' in the NOTAM will enable pilots and airline dispatchers to easily identify NOTAMS containing information on runway surface conditions.

AFCON NOTAMS will be issued as normal NOTAMS and will contain the information required to be issued as a SNOWTAM in field E of the AFCON NOTAM.

This AIC provides information and guidance on AFCON NOTAMS.

2. PURPOSE

The purpose of the AIC is to provide information and guidance to the aviation industry on the implementation and issuance of Airfield Condition (AFCON) NOTAMs.

AFCON NO TAMs will provide information on the presence of surface contaminants on the movement areas (runways, taxiways and aprons) of international aerodromes within the Nadi FIR.

3. APPLICABILITY

This AIC applies to all aircraft operating within and transiting through the Nadi FIR, Air Navigation Service Providers and Aeronautical Information Service Providers within the Nadi FIR and NOTAM offices in adjacent FIRs.

4. REFERENCES

The following documents (latest edition) were referenced in compiling this AIC:

- (a) ICAO Annex 15 - *Aeronautical Information Services*;
- (b) International Civil Aviation Organization (ICAO) DOC 10066 - *PANS-AIM*;
- (c) ICAO DOC 8400 - *Abbreviations and Codes*;
- (d) FAA NOTICE - Issued on Field Condition (FICON) Reporting

5. BACKGROUND

Effective 04 November 2021, information concerning snow, slush, ice, frost, standing water, or water associated with snow, slush, ice or frost on the movement area shall be disseminated by means of a SNOWTAM, and shall contain the information in the order shown in the SNOWTAM Format in Appendix 4 of ICAO Doc 10066 (PANS AIM).

Due to the impacts of the COVID -19 pandemic and current system limitations, Fiji will not be able to disseminate the above information in the new SNOWTAM format. To mitigate any risks associated with this non-compliance to the issuance SNOWTAM, an alternative means of compliance (AMC) will be implemented. This AMC will see the issuance of 'AFCON NOTAMs' which will contain the same information that is required to be disseminated via SNOWTAM

These AFCON NOTAM procedures have been adapted from the Federal Aviation Administration's FICON NOTAM procedures.

6. REQUIREMENT

To meet the new SNOWTAM requirements and GRF on runway surface conditions applicable from 04 November 2021, Fiji will implement the AFCON **NOTAM** procedures.

Due to the storage limitations in Fiji's NOTAM Database System, effective from the **12th August 2021 at 0000 UTC**, all departing international flights from Nadi and Nausori International Airports shall obtain the latest SNOWTAMs from their aerodromes of intended landing and current NOTAMs from Nadi NOTAM Office as part of their Pre-flight Information Bulletins (PFIB).

The PIB online services available through the Fiji Airports Website will only disseminate current NOTAMs and AFCONS NOTAMs originated by the Nadi NOTAM Office.

7. AFCON NOTAM PROCEDURES

7.1 Reporting surface conditions on runways, taxiways, and aprons using the AFCON NOTAM.

The keyword Aerodrome (AD) **shall not be used** with descriptor AFCON, except for Runway (RWY), Taxiway (TWY) or Apron (APN)

AFCON NOTAMs are reported in thirds of the landing runway, except when reporting Slippery When Wet.

For Runway Surface:



As per GRF Runway surface conditions reporting RWY surface conditions are reported in thirds as depicted above.

Runways are described using the following:

- RWY- keyword followed by
- a single runway direction designator (lower designator)
- Sentence “OPERATIONAL BUT CTN ADZ DUE...”
- word “AFCON” and
- Condition. Depth is required and a width is optional.

For example:

RWY 09 OPERATIONAL BUT CTN ADZ DUE AFCON 3MM WATER

RWY 02 OPERATIONAL BUT CTN ADZ DUE AFCON 6MM STANDING WATER

For Taxiway Surface:

Taxiway are described using the following:

- TWY- keyword followed by
- a surface name
- Sentence “OPERATIONAL BUT CTN ADZ DUE...”
- word “AFCON” and
- Condition. Depth is required and a width is optional.

For example:

TWY A OPERATIONAL BUT CTN ADZ DUE AFCON 3MM STANDING WATER...

TWY G OPERATIONAL BUT CTN ADZ DUE AFCON 4MM STANDING WATER IN THE MIDDLE PORTION OF THE TWY

TWY H OPERATIONAL BUT CTN ADZ DUE AFCON 3.5MM STANDING WATER AT THE HOLDING POINT TOWARDS RWY 09/27

For Apron Surface:

Aprons are described using the following:

- APN-keyword followed by
- a surface name/designator/description/location,
- Sentence “OPERATIONAL BUT CTN ADZ DUE...”
- word “AFCON” and
- Condition. Depth is required and a width is optional

For example:

APN AT DOMESTIC TERMINAL OPERATIONAL BUT CTN ADZ DUE AFCON 3MM STANDING WATER...

COMPILATION OF AFCON NOTAM

The aerodrome inspection team shall use the Runway Condition Assessment Matrix (RCAM – Appendix 1) to determine the Runway Condition Report (RCR) and fill in the NOTAM request form accordingly.

For example: Dry on one third of the RWY, Wet on the 2nd third and Standing Water on the last which will have the RCR of 6/3/2

The AFCON NOTAM shall have the same fields and requirements for a NOTAM as documented in ICAO Annex 15, ICAO Document 8126 and PANS AIM DOC 10066 but will have the word **AFCON** inserted in field E to uniquely identify Airfield Condition and a few differences in the description of the fields in the **AFCON NOTAM**.

The description of the fields in the **AFCON NOTAM** are as follows:

- A) Field is affected aerodrome

- B) Field is time of observation
- C) Field is 8hours from time of observation

The text field (E field) of the **AFCON NOTAM** shall be as described below:

- Surface Designator (lower designator) (RWY 02)
- The text shall follow “OPERATIONAL BUT CTN ADZ DUE....”
- AFCON. Insert “AFCON” after the surface designator and before the field condition.
- RCR. When generated, will be illustrated as either 2, 3, 5 or 6 and look similar to this format for runway thirds (e.g. 3/5/2).
- Percentage of coverage on each third of the RWY (Insert NR at its relevant position in the message to indicate to the user that no information exists)
- Depth of the CONTAMINANTS in each third of the RWY ((Insert NR at its relevant position in the message to indicate to the user that no information exists)
- Condition of each third to correspond to RCR. Report the contaminants per Appendix 1.
 - RWY: Each third (touchdown, midpoint, and rollout) will include percentage, depth (when required), and type of contaminant. Up to two separate contaminants can be reported per runway third.
 - A runway is dry when it is neither wet, nor contaminated.
 - An **AFCON NOTAM** must not be originated for the sole purpose of reporting all thirds of a runway are dry.

A dry surface must be reported only when there is need to report conditions on the remainder of the surface. When describing a dry surface, it is considered the full length and width of the runway third. DRY can be reported in two thirds and the remaining third have a different contaminant.

EXAMPLE:

RWY 02 OPERATIONAL BUT CTN ADZ DUE AFCON DRY/STANDING WATER/STANDING WATER

A runway is wet when there is any visible dampness or water that is up to and including 3mm in depth. When describing a wet surface, include the percentage. If all three thirds are identical in percentage, depth (when required) and type of contaminant, it is shown in the NOTAM once.



EXAMPLE:

RWY 09 OPERATIONAL BUT CTN ADZ DUE AFCON 2/2/2 STANDING WATER

Taxiways and Aprons. The condition includes depth and type of contaminant.
NOTE: Free-form is an acceptable means of entering AFCONs for TWY and APRONS.

- Braking Action (BA). (APRONS, TWYs and Non-Paved RWYs). Report braking action on movement areas: as good, good to medium; medium; medium to poor; or poor, as received from airside operations.

The worst runway braking action is shown by contaminant type and RCR.

NIL BRAKING

Reporting of a "NIL" braking condition is not permissible by Civil Aviation Authority of Fiji or for international airports in Fiji. A "NIL" braking condition at these airports must be mitigated by closure of the affected surface.

- Paved surfaced runways cannot have a stand-alone BA NOTAM.
- Non-Paved surfaced runways can have BA, but as a stand-alone NOTAM.
- TWY/Apron can have BA as stand-alone or appended to field condition NOTAM.

EXAMPLE:

TWY A OPERATIONAL BUT CTN ADZ DUE AFCON BRAKING ACTION GOOD TO MEDIUM

TWY G OPERATIONAL BUT CTN ADZ DUE AFCON 3MM STANDING WATER BRAKING ACTION MEDIUM

THE AFCON NOTAM EXAMPLE:

Report received that Nadi RWY 02 has been observed as:

- RCR of 3/2/6
- At 20% on 1st third, 25% on the second thence NR on the last
- Depth 4mm at the 1st third, 3mm in the 2nd and at the 3rd is NR
- Braking action: MEDIUM TO POOR

The NOTAM officer will issue the AFCON NOTAM as below:

A0102/21 NOTAMN

Q) NFFF/QMRXX/IV/NBO/A/000/999

A) NFFN B) TIME OF OBSERVATION C) 8HOURS FROM TIME OF OBSERVATION

E) RWY 02 OPERATIONAL BUT CTN ADZ DUE AFCON 2/5/6/, 20/25/NR, 4/3/NR STANDING WATER/WET/DRY. BA MEDIUM TO POOR

APPENDIX 1

| 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 |
| 4 | COMPACTED SNOW (N/A) | Braking deceleration OR directional control is between Good and Medium. | GOOD TO MEDIUM |
| 3 | WET ("slippery wet" runway) | Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced | MEDIUM |
| 2 | More than 3 mm depth of water: STANDING WATER | Braking deceleration OR directional control is between Medium and Poor | MEDIUM TO POOR |
| 1 | ICE (N/A) | Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced | POOR |
| 0 | WET ICE (N/A) | Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain. | LESS THAN POOR |