



Aeronautical Information Service - Air Force

Aeronautical Information Bulletin (AIB) 003/2024

Issue date: 28 MAR 24

AIB Dissemination. AAFIF Mini Files Sunset. GRF Implementation. Potential for Delay in Paper Distribution. AIS-AF Transition to SRG. FAP-ACG Changes. International Products. FIHA AD2 SUP. AIB Distribution.

1. AIB Dissemination

1.1 The AIB may at times contain information that is **critical to flight safety**. Unit PUBSOs are required to disseminate the AIB as widely as possible to relevant staff at their unit particularly aircrew, safety/standards teams, and unit execs.

2. AAFIF Mini Files Sunset

2.1 AIS-AF have been made aware that the US DOD NGA AAFIF mini files will cease production WEF 06 October 2025.

2.2 This will not impact AAFIF Access database or TFADS-A distribution. For any questions or feedback, please contact the AIS-AF ALO at ais.af@defence.gov.au.

3. GRF Implementation

3.1 CASA has recently approved an AIP update incorporating the ICAO developed Group Reporting Format (GRF) for runway surface conditions.

3.2 There are a number of GRF elements that are being incorporated including Runway Condition Code, surface condition description, and standing water depth amongst others. These changes will be adopted in FIHA/GPA.

3.3 A summary of the changes to GEN 2.2, GEN 3.4, and AD 1.2 have been provided at the end of this bulletin. For more information please contact the AIS-AF ALO at ais.af@defence.gov.au.

4. Potential for Delay in Paper Distribution

4.1 Staff absences due to illness may have the potential to impact routine paper distribution for the 2403 cycle (WEF 21 Mar 24). AIS-AF is actively working to ensure impact to users is limited.

5. AIS-AF Transition to SRG

5.1 WEF 18 Jan 24, AIS-AF transitioned from Air Warfare Centre (AWC) to Surveillance and Response Group (SRG). AF124 Request for Air Warfare Centre Support are no longer to be used when requesting AIS-AF support. AIS-AF is in the process of developing a replacement form, until such time requests for AIS-AF support are to be emailed to the AIS-AF Operations Group Inbox (ais.af@defence.gov.au).

5.2 Emails must include:

- a. **Support Requested.** Highlight below or type if selection not displayed.
Publication Amendment
Chart Request
Domestic Instrument Flight Procedure Design/Review
International Instrument Flight Procedure Design/Review
Exercise Support
Other
- b. **Defence Aerodrome.** If applicable.
- c. **Description.** Describe what it is you want to achieve.
- d. **Hurt Statement.** If AIS-AF were unable to support what is the impact? Hurt Statements are only required for Chart Requests, Domestic/International IFP Design/Review, Exercise Support. Complete if Other has been selected and you consider your request to involve significant work.
- e. **Requesting Unit**
- f. **Date Required**
- g. **Attachments**
- h. **POC: Name/Rank/Position**
- i. **Sponsor: Name/Rank/Position.** Must be O-5/EL1 or above. Not required for publication amendment, minor exercise support or other minor tasks.
- j. **Secondary POC**

6. FAP-ACG Changes

6.1 Due to recent changes to data provided by Airservices Australia, AIS-AF will be required to modify the production processes used to generate FAP-ACG.

6.2 As a result, the 2406 cycle (WEF 13 JUN 24) FAP ACG products will be compiled with all current content but will not indicate change bars for amendments.

6.3 This is a limitation due to the Airservices Australia data no longer containing this information. For any feedback or for further information, please contact the AIS-AF ALO at ais.af@defence.gov.au.

7. International Products

7.1 Butterworth International Terminal Procedures (WMKB ITP)

7.2 WMKB ITP dated 22 Dec 23 remains valid WEF 22 Dec 23.

7.3 The Butterworth IFG (produced by the RMAF) is reviewed each calendar month, with updates to the ITP normally promulgated outside the AIRAC cycle. Due to differences in cyclical production with EFB Data Service Providers and Aircraft Nav databases, **AIS-AF strongly recommends all users check the AIS-AF web-portal to determine if there is an updated product and refer to AUS HO NOTAMs for critical amendment advice.**

7.4 **Papua New Guinea MSA/VSA Chart** dated WEF 16 Jun 22 remains valid

8. FIHA AD2 Supplements

8.1 FIHA AD2 Supplements are current WEF:

a.	YAMB:	30 Nov 23	Amdt 02-24
b.	YCIN:	15 Jun 23	
c.	YPDN:	21 Mar 24	
d.	YMES:	21 Mar 24	
e.	YPED:	21 Mar 24	
f.	YSNW:	21 Mar 24	
g.	YBOK:	21 Mar 24	
h.	YPEA:	28 Dec 23	Amdt 01-23
i.	YSRI:	13 Jul 23	
j.	YBSG:	15 Jun 23	
k.	YPTN:	21 Mar 24	
l.	YBTL:	21 Mar 24	
m.	YWLM:	30 Nov 23	Amdt 01-23, 02-23
n.	YPWR:	12 Aug 21	

8.2 The next FIHA AD2 SUPP cycle is 18 Apr 24 (AIRAC 2404 cycle) **with cut-off occurring one week earlier (unless agreement between AD2 SUP content owner and AIS-AF)**. Users should ensure their particular EFB Application provider has loaded the current FIHA AD2 Supplements. It remains the user's responsibility to ensure they are using current versions and to be aware of any amendments. Current FIHA AD2 Supplements and any Next/Amendments may be viewed at any time on the AIS-AF web-portal.

9. AIB Distribution

9.1 The distribution lists AIS-AF uses to share the AIB relies on users updating AIS-AF to those who may wish to be included on the distribution lists, and those who no longer have a requirement for the AIB. Can those users who no longer wish to receive the AIB, those who have an updated email address for the AIB, or those who know of users who need to be included, email the AIS-AF Ops Group Inbox, ais.af@defence.gov.au.

10. For further information, please contact:

- 10.1 AIS-AF Air Liaison Officer
03 8531 6667
Duty Mob: +61 412 814 225
Email: ais.af@defence.gov.au

11. Cancellation

- 11.1 This AIB remains effective until superseded by the next edition.

12. Distribution

- 12.1 Widest possible dissemination amongst AI users.

GEN 2.2 Definitions

Runway Surface Condition(s): A description of the condition(s) of the runway surface, from the following:

- a. Dry Runway – See ‘Dry Runway’ definition.
- b. Wet Runway – See ‘Wet Runway’ definition.
- c. Slippery wet runway – A wet runway where the surface friction characteristics of a significant portion of the runway have been determined to be degraded.

Note: Slippery wet runway surface condition is reported as a

SLIPPERY WET runway with RWYCC 3.

- d. Contaminated Runway – See the definitions for ‘Contaminated Runway’ and ‘Runway Surface Condition Descriptors’.

GEN 3.4 Phraseologies para 6.10 Reports and Information

Circumstances	Phraseologies
	* Denotes pilot transmission
5. Aerodrome Information <i>Note 1: See AD 1.2 Section 3 for information about runway condition reports.</i> <i>Note: Additional surface descriptors may apply in countries with polar weather conditions.</i> Only for contaminants Taxiway conditions only reported if operationally significant.	a. RUNWAY (<i>number</i>) SURFACE CONDITION [CODE (three-digit number)] followed as necessary by: <ul style="list-style-type: none"> (i) ISSUED AT (date and time UTC) (ii) WET [or DRY, or SLIPPERY WET, or STANDING WATER, or FROST, or DRY SNOW, or WET SNOW or SLUSH] (iii) DEPTH ((<i>depth of deposit</i>) MILLIMETERS or NOT REPORTED) (iv) COVERAGE ((number) PER CENT or NOT REPORTED) (v) TAXIWAY (identification of taxiway) POOR

Apron conditions only reported if operationally significant.	(vi) APRON (identification of apron) POOR
Where appropriate, any additional significant operational information about the surface conditions	<p>(vii) <i>Plain language remarks</i></p> <p>b. [(location)] RUNWAY SURFACE CONDITION RUNWAY (number) NOT CURRENT</p> <p>c. LANDING SURFACE (<i>condition</i>)</p> <p>d. CAUTION (WORK IN PROGRESS) (OBSTRUCTION) (position and any necessary advice)</p> <p>e. BRAKING ACTION REPORTED BY (aircraft type) AT (time) GOOD (or GOOD TO MEDIUM, or MEDIUM, or MEDIUM TO POOR or POOR, or LESS THAN POOR)</p> <p>f. TAXIWAY WET [or STANDING WATER, FROST, or DRY SNOW, or WET SNOW or SLUSH]</p> <p>g. TOWER OBSERVES (weather information)</p> <p>h. PILOT REPORTS (weather information)</p>

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

Replace Section 3 in toto with the following:

3. RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING

3.1 This section covers the methodology for assessing and reporting runway surface conditions in accordance with the ICAO Global Reporting Format (GRF). Aeroplane operators should utilise the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely, or if additional landing or take-off distances are required. Further information on the GRF as well as the assessment and reporting of runway surface conditions can be found in [Multi-Part AC 91-32 and AC 139-22 - Global reporting format – Runway surface condition](#).

3.2 Assessment of Runway Surface Condition

3.2.1 GRF is applicable at all certified aerodromes and only to sealed runways. Runway surface conditions are assessed and reported whenever water or contaminants are present on an operational runway.

A Runway Condition Report (RCR) is disseminated when there are significant changes in the runway surface condition.

3.2.2 The RCR contains a Runway Condition Code (RWYCC) and information that describes the runway surface condition, i.e. type of surface contaminants, depth and coverage for each runway third.

3.2.3 The predominant runway surface conditions in Australia are due to water contamination of a runway i.e. 'wet' or 'slippery wet' runways or runways with 'standing water'. Guidance for winter runway surface conditions is provided in the [Multi-Part AC 91-32 and AC 139-22 - Global reporting format – Runway surface condition](#).

3.2.4 The initial RWYCC is assigned based on the runway surface description:

Runway surface description	Applicable RWYCC
• DRY	6
• WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)	5
• WET ("slippery wet" runway)	3
• STANDING WATER (depth of more than 3 mm)	2

3.2.5 The surface friction characteristics of a runway, or a portion of it, can become degraded due to rubber deposits (e.g. in the touchdown zone), surface polishing, poor drainage or other factors. The determination that a runway is 'slippery wet' stems from various methods used solely or in combination. These methods may include functional friction measurements or using a continuous friction measuring device which are available to the aerodrome operator. Other ways for the aerodrome operator to become aware that a runway is 'slippery wet' is by receiving two or more consecutive pilot reports or relayed reports from ATC of a reduced braking action for a 'wet' runway that is 'MEDIUM' instead of 'GOOD'. To alert pilots to the particular hazards associated with slippery wet runways, the surface description of 'SLIPPERY WET' is used instead of 'WET'.

3.2.6 After the initial assignment of a RWYCC, an aerodrome operator can downgrade a RWYCC based on 2 or more consecutive pilot reports of a braking action less than that allocated for the RWYCC. The pilot reports can be provided by ATC to the aerodrome operator or directly from the pilot. The correlation of RWYCC with braking action is as follows:

Pilot report of runway braking action	Description	RWYCC
Not applicable		6
GOOD	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal	5
GOOD TO MEDIUM	Braking deceleration OR directional control is between good and medium	4
MEDIUM	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced	3

MEDIUM TO POOR	Braking deceleration OR directional control is between medium and poor	2
POOR	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced	1
LESS THAN POOR	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain	0

3.3 Reporting of Runway Surface Condition

3.3.1 The RWYCC is reported for each third of the runway assessed. The RCR includes:

- a) Aerodrome location indicator
- b) Date and time of assessment
- c) Runway designator:
 - i. at non-controlled aerodromes, the runway designator promulgated by NOTAM will be the lower runway designation number
 - ii. at controlled aerodromes, the runway in use as promulgated by ATIS
- d) RWYCC for each runway third. The direction for listing the runway thirds shall be in the direction as seen from the runway designation number
- e) Percentage coverage of each runway third for slippery wet runways
- f) Contaminant depth, if available
- g) Surface description for each runway third.

Note 1: The runway designator is prefixed by 'RWY' to indicate to pilots that the RCR or NOTAM is critical to safety and to aid NOTAM filtering, where available.

Note 2: If 25% or less of a runway third has standing water or is otherwise contaminated it is to be assigned a RWYCC of 5 and a surface description of WET.

Note 3: NOTAMs are not issued for WET (RWYCC = 5) or DRY (RWYCC = 6) runways.

3.4 Pilot reports about braking action

3.4.1 If the braking action experienced on a runway at a controlled aerodrome is not as good as that reported, pilots are required to submit an AIREP SPECIAL. If the braking action experienced on a runway at a non-controlled aerodrome is different to that reported, pilots should inform ATC directly or submit an AIREP SPECIAL. Pilots may also be asked by the ATC to report their assessment of the braking action. Pilot reports directly to ATC should use the terms listed in *para 3.2.6* or the AIREP template in *ENR 1.1 APPENDIX 1*. At non-controlled certified aerodromes and controlled aerodromes where ATC is not present (i.e. not a 24/7 tower) pilots are required to report braking action, not as good as that reported, directly to the aerodrome operator. Contact details for aerodrome operators are in AIP-ERSA.

3.5 Communicating RCRs

3.5.1 ATIS

3.5.1.1 ATIS is the primary means for communicating runway surface conditions at controlled aerodromes. The RCR will describe conditions for each runway third in the direction of landing/take-off.

3.5.2 Air-ground voice communications

3.5.2.1 ATC will only provide RCR information through voice communications to inform about changes to the information provided via ATIS, or when specifically requested by a pilot. Normally, only the change in RWYCC or surface description will be communicated.

3.5.3 NOTAM

3.5.3.1 Australia does not issue SNOWTAM. Instead, a NOTAM similar in content to a SNOWTAM may be issued for a runway that is contaminated and expected to remain that way for some time. The RCR content will be in Item E) of the NOTAM.

3.5.4 FIS

3.5.4.1 When a RCR NOTAM is issued for a non-controlled aerodrome, or when ATC is not present at a controlled aerodrome e.g. not a 24/7 tower, ATC (Area Controllers) will provide a Flight Information Service (FIS) and relay the NOTAM to affected pilots.

3.5.5 UNICOM and CA/GRS

3.5.5.1 Where an aerodrome has an established UNICOM or CA/GRS which is operating during the period a RCR NOTAM is issued, it will be relayed to pilots on the appropriate frequency.

3.6 Surface condition assessments for unpaved runways

3.6.1 The GRF runway surface condition assessment and reporting format does not apply to unpaved runways and no RCR will be issued.