ICAO

GRF AND ATIS
AUTOMATIC TERMINAL INFORMATION SERVICE

INTRODUCTION

ATIS is an important means of reducing the ATC workload associated with the accurate and timely transmission of safety and operational information, including runway surface conditions, to flight crew.

The responsible ATS unit should update the ATIS message when they receive information concerning runway surface conditions through an RCR or SNOWTAM.

With the implementation of the GRF, some additional clarifications relating to the RCR-related syntax of ATIS messages are necessary.

CONTENT AND STRUCTURE

In addition to the provisions in PANS-ATM and Annex 11, the ATIS message and its RCR content should as far as possible:

- **The ATIS message and its RCR content should follow the order described in Annex 11** SEE ITEM 1
- **Articulate the content of the RCR/SNOWTAM, excluding NR** SEE ITEM 2
- Reflect the **runway in use** (not the lowest runway designator of the RCR/SNOWTAM)
- Refer to first, second and third parts of the runway. The first part always means the first third of the runway in the direction of landing or take-off
- **Include both the performance content and situational awareness of RCR/SNOWTAM for both arrival and departure** SEE ITEM 3
- **Announce RWYCC for the full runway, followed by contaminant coverage, depth and descriptor per runway third.** SEE ITEM 4
- Always announce contaminant coverage, depth and descriptor for each third, even if 2 or more thirds are the same
- **Make reference to 'upgrade' or 'downgrade' after an RWYCC, if appropriate.** SEE ITEM 5

TIMELINESS AND LENGTH

An ATIS message needs to be as up-to-date and as short as possible:

- It should be updated when a significant change occurs (i.e. a new RCR is published)
- However, pending a new ATIS, significant changes should be broadcast by ATC
- If needed, implement separate arrival and departure ATIS
- **After a period of contamination a dry runway should be announced by ATIS** SEE ITEM 6

ITEM 1: The order of information described in PANS-ATM is intended for radio communication with arriving aircraft, not the ATIS.

ITEM 2: NR is a syntax requirement of the NOTAM / SNOWTAM for automated handling. It is not intended to reflect observation or reporting omissions.

ITEM 3: Situational awareness content not needed for arrival performance calculations but flight crew will likely request such information.

ITEM 4: RWYCC, contaminant coverage, depth and descriptor may also be announced separately for the whole runway, but flight crew prefer the proposed structure.

ITEM 5: The GRF allows for an upgrading or downgrading of RWYCC in accordance with ICAO PANS - Aerodromes 2.1.3.

ITEM 6: Restoration of a dry runway is a significant change that should also trigger a new SNOWTAM.

ATIS LANGUAGE

To help flight crew understand and extract information from an ATIS message that contains RCR information the ATIS phraseology should:

- Articulate RCR/SNOWTAM content
- Include the word "at" before any reference to a time ("runway nn condition report at 09.25")
- Include the phrase "runway condition report" to alert crew of upcoming content
- Use full words and terms such as "millimeter", "percentage"
- Express runway condition code as a plural ("runway condition codes 2 2 4")
- The terms "coverage", "depth" and "contaminant" need not be articulated (the unit and descriptor are sufficient to ensure understanding)

ICAO REFERENCES

The primary ICAO references for ATIS messages are:

Annex 11, 15th Edition, July 2018 (4.3)

PANS-ATM, 16th Edition, 2016 (6.6.1)

Circular 355, 2019 (4.68 and 4.70)

The content of this leaflet supplements, but does not replace, these references.

EXAMPLE

DONLON INFORMATION OSCAR AT 0245 ILS APPROACH RUNWAY IN USE 24

RUNWAY 24 CONDITION REPORT AT 0230

RUNWAY CONDITION CODES 5, 2, 4, DOWNGRADED FIRST PART 100 PERCENT WET

SECOND PART 50 PERCENT 4 MILLIMETERES SLUSH

THIRD PART 50 PERCENT 3 MILLIMETERS SLUSH RUNWAY WIDTH 35 METERS

SNOW BANK LEFT 20 METERS FROM CENTRELINE TAXIWAY B POOR

APRON NORTH POOR

TRANSITION LEVEL 60 METAR DONLON 0220

WIND 350 DEGREES 8 KNOTS VARIABLE BETWEEN 320 AND 060 DEGREES

VISIBILITY 10 KILOMETERS OR MORE SCATTERED 3 THOUSAND FEET

TEMPERATURE MINUS 1 DEWPOINT MINUS 3 QNH 1014 HECTOPASCALS NOSIG