



European Aviation Safety Agency

Notice of Proposed Amendment 2016-02

Technical requirements and operational procedures
for aeronautical information services and aeronautical
information management

RMT.0477 — 27.4.2016

**APPENDIX 3
TO
ANNEX VI (PART-AIS)
AIS.TR.330(d)**

SNOWTAM FORMAT

| | | | | | | | | | | | | | | | |
|--|---------------------------|--------------------------|--|--|-------------------------|--|--|--|--|---|------------------|------|------|------|--|
| (COM heading) | (PRIORITY INDICATOR) | (ADDRESSES) | | | | | | | | | | <<≡(| | | |
| | (DATE AND TIME OF FILING) | (ORIGINATOR'S INDICATOR) | | | | | | | | | | <<≡(| | | |
| (Abbreviated heading) | (SWAA* SERIAL NUMBER) | (LOCATION INDICATOR) | | | DATE-TIME OF ASSESSMENT | | | | | | (OPTIONAL GROUP) | | | <<≡(| |
| | S W * * | | | | | | | | | | | | <<≡(| | |
| SNOWTAM | | (Serial number) | | | → <<≡ | | | | | | | | | | |
| Aeroplane performance section | | | | | | | | | | | | | | | |
| (AERODROME LOCATION INDICATOR) | | | | | | | | | | M | A) | | | | |
| (DATE/TIME OF ASSESSMENT <i>(Time of completion of assessment in UTC)</i>) | | | | | | | | | | M | B) | | | | |
| (LOWER RUNWAY DESIGNATORS) | | | | | | | | | | M | C) | | | | |
| RUNWAY CONDITION CODE ON EACH THIRD OF RUNWAY (From Runway Condition Assessment Matrix (RCAM) 0, 1, 2, 3, 4, 5 or 6) | | | | | | | | | | M | D) / / | | | | |
| PER CENT COVERAGE CONTAMINANT FOR EACH RUNWAY THIRD | | | | | | | | | | C | E) / / | | | | |
| DEPTH (mm) OF LOOSE CONTAMINANT FOR EACH THIRD OF RUNWAY) | | | | | | | | | | C | F) / / | | | | |
| (CONDITION DESCRIPTION OVER TOTAL RUNWAY LENGTH (Observed on each third of the runway, starting from threshold having the lower runway designation number) DRY WET ICE WATER ON TOP OF COMPACTED SNOW DRY SNOW DRY SNOW ON TOP OF ICE WET SNOW ON TOP OF ICE ICE SLUSH STANDING WATER COMPACTED SNOW WET SNOW DRY SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF COMPACTED SNOW WET FROST | | | | | | | | | | M | G) / / | | | | |
| (WIDTH OF RUNWAY TO WHICH THE RWYCCs APPLY, IF LESS THAN PUBLISHED WIDTH) | | | | | | | | | | O | H) <≡ | | | | |
| Situational awareness section | | | | | | | | | | | | | | | |
| (REDUCED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH (m)) | | | | | | | | | | O | I) | | | | |
| DRIFTING SNOW ON THE RUNWAY | | | | | | | | | | O | J) | | | | |
| LOOSE SAND ON THE RUNWAY | | | | | | | | | | O | K) | | | | |
| CHEMICAL TREATMENT ON RUNWAY | | | | | | | | | | O | L) | | | | |
| (SNOWBANKS ON THE RUNWAY (If present, distance from runway centreline (m) followed by "L", "R" or "LR" as applicable)) | | | | | | | | | | O | M) | | | | |
| (SNOWBANKS ON A TAXIWAY (If present, distance from the edge of runway (m) followed by "L", "R" or "LR" as applicable)) | | | | | | | | | | O | N) | | | | |
| SNOWBANKS ADJACENT TO THE RUNWAY | | | | | | | | | | O | O) | | | | |
| (TAXIWAY CONDITIONS) | | | | | | | | | | O | P) | | | | |
| (APRON CONDITIONS) | | | | | | | | | | O | R) | | | | |
| (STATE APPROVED AND PUBLISHED USE OF MEASURED FRICTION COEFFICIENT) | | | | | | | | | | O | S) | | | | |
| (PLAIN-LANGUAGE REMARKS (Including contaminant coverage and other operationally significant information, e.g. sanding, de-icing)) | | | | | | | | | | O | T)) <≡ | | | | |
| NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2. 2. Information on other runways, repeat from B to P. 3. Words in brackets () not to be transmitted. | | | | | | | | | | | | | | | |

SIGNATURE OF ORIGINATOR (not for transmission)

INSTRUCTIONS FOR THE COMPLETION OF THE SNOWTAM FORMAT

Note.— Origin of data, assessment process and the procedures linked to the surface conditions reporting system are prescribed in the PANS-Aerodromes (Doc 9981).

1. General

- a) When reporting on more than one runway, repeat Items B to H (the Aeroplane performance section).
- b) The letters used to indicate items are only used for reference purpose and should not be included in the messages. The letters, M (mandatory) C (conditional) and O (optional) mark the usage and information shall be included as explained below.
- c) Metric units shall be used and the unit of measurement not reported.
- d) The maximum validity of SNOWTAM is 8 hours. New SNOWTAM shall be issued whenever a new runway condition report is received.
- e) A SNOWTAM cancels the previous SNOWTAM.
- f) The abbreviated heading “TTAAiiii CCCC MMYGGg (BBB)” is included to facilitate the automatic processing of SNOWTAM messages in computer data banks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;

AA = geographical designator for States, e.g. LF = FRANCE, EG = United Kingdom (see *Location Indicators* (Doc 7910), Part 2, Index to Nationality Letters for Location Indicators);

iiii = SNOWTAM serial number in a four-digit group;

CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers (see *Location Indicators* (Doc 7910));

MMYYGGg = date/time of observation/measurement, whereby:

MM = month, e.g. January = 01, December = 12

YY = day of the month

GGg = time in hours (GG) and minutes (g) UTC;

(BBB) = optional group for:

Correction to SNOWTAM message previously disseminated with the same serial number = COR.

Note 1.— Brackets in (BBB) are used to indicate that this group is optional.

Note 2.— When reporting on more than one runway and individual dates/times of observation/measurement are indicated by repeated Item B, the latest date/time of observation/measuring is inserted in the abbreviated heading (MMYYGGg).

Example: Abbreviated heading of SNOWTAM No. 149 from Zurich, measurement/observation of 7 November at 0620 UTC:

SWLS0149 LSZH 11070620

Note.— The information groups are separated by a space, as illustrated above.

- g) For readability purposes for the SNOWTAM message, include a line feed after the SNOWTAM serial number and after the aeroplane performance section.
- h) When reporting on more than one runway, repeat the information in the Aeroplane performance calculation section

from the Date and Time of Assessment for each runway before the information in the Situational awareness section.

- i) Mandatory information is:
 - i) AERODROME LOCATION INDICATOR
 - ii) DATE AND TIME OF ASSESSMENT
 - iii) LOWER RUNWAY DESIGNATOR NUMBER
 - iv) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD
 - v) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (when runway condition code is reported 1- 5)

2. Aeroplane performance calculation section

Item A — Aerodrome location indicator (Location Indicators, Doc 7910).

Item B — Date and time of assessment eight-figure date/time group giving time of observation as month, day, hour and minute in UTC.

Item C — Lower runway designator number (nn[L] or nn[C] or nn[R])

- 1) Only one runway designator shall be inserted for each runway and always the lowest number.

Item D — Runway condition code for each runway third

1) Only one digit (0, 1, 2, 3, 4, 5 or 6) shall be inserted for each runway third, separated by an oblique stroke (n/n/n)

2) When RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD contains any code other than 6 (DRY) then the PER CENT COVERAGE FOR EACH RUNWAY THIRD becomes mandatory for the affected runway thirds.

3) When the CONDITION DESCRIPTION FOR EACH RUNWAY THIRD contains any of the following information:

WET ICE
WATER ON TOP OF COMPACTED SNOW
DRY SNOW
DRY SNOW ON TOP OF ICE
WET SNOW ON TOP OF ICE
ICE
SLUSH
STANDING WATER
COMPACTED SNOW
WET SNOW
DRY SNOW ON TOP OF COMPACTED SNOW
WET SNOW ON TOP OF COMPACTED SNOW
FROST

then the following information becomes mandatory and shall be provided for the respective runway thirds.

Item E — Per cent coverage for each runway third

Insert 25, 50, 75 or 100 for each runway third separated by an oblique stroke ([n]nn/[n]nn/[n]nn).

Item F — Depth of loose contaminant for each runway third in millimetre for each runway third separated by an oblique stroke (nn/nn/nn).

1) This information shall only be reported for the following contamination types:

Standing water, values to be reported 03, then assessed value. Significant changes 3 mm up to and including 15 mm.

Slush, values to be reported 02, then assessed value. Significant changes 3 mm up to and including 15 mm.

Wet snow, values to be reported 02, then assessed value. Significant changes 5 mm.

Dry snow, values to be reported 02, then assessed value. Significant changes 20 mm.

2) For contaminants other than the ones above, the depth is not reported.

3) For the information elements “PER CENT COVERAGE FOR EACH RUNWAY THIRD and DEPTH OF LOOSE CONTAMINANT FOR EACH RUNWAY THIRD, sometimes no information exists to be reported (see above for which contaminant types and conditions these elements shall be reported). Even when there is nothing to report, the oblique strokes shall be included at their relevant position in the message, to indicate to the user that no information exists (//).

4) For the information element reporting on “PER CENT COVERAGE FOR EACH RUNWAY THIRD” and “DEPTH OF LOOSE CONTAMINANT FOR EACH RUNWAY THIRD”, one or two thirds may be left blank, and only one third may be reported, depending on which contamination type and runway condition codes that is reported. For example 25// , /15/15

Item G — Condition description for each third

Insert any of the condition description for each runway third separated by an oblique stroke

WET ICE

WATER ON TOP OF COMPACTED SNOW

DRY SNOW

DRY SNOW ON TOP OF ICE

WET SNOW ON TOP OF ICE

ICE

SLUSH

STANDING WATER

COMPACTED SNOW

WET SNOW

DRY SNOW ON TOP OF COMPACTED SNOW

WET SNOW ON TOP OF COMPACTED SNOW

FROST

DRY shall be reported when there is no contaminant.

Item H — Width of RWY to which the RWYCCs apply if less than published width, insert width in metres.

3. *Situational awareness section*

1) Elements in the situational awareness section shall end with a full stop.

2) Elements in the situational awareness section for which no information exists, or where the conditional circumstances for publication is not fulfilled, shall be left out completely.

Item I — Reduced runway length

If the runway length available is reduced due to reported conditions, insert available length in meters.([nn]nn)

Item J — Drifting snow on the runway

If snow is drifting on the runway, report “DRIFTING SNOW”

Item K — Loose sand on the runway

If loose sand is present on the runway, insert lowest runway designator and with a space “LOOSE SAND”, for example (RWY nn[L] *or* nn[C] *or* nn[R] LOOSE SAND).

Item L — Chemical treatment on RWY

If chemical treatment has been applied, insert the lowest runway designator and with a space “CHEMICALLY TREATED” (RWY nn[L] *or* nn[C] *or* nn[R] CHEMICALLY TREATED).

Item M — Snowbanks on the runway

If critical snowbanks are present on the runway, insert the runway designator and with a space “SNOWBANK” and with a space left “L” or right “R” or both sides “LR”, followed by the distance in metres from centreline separated by a space FM CL (RWY nn[L] *or* nn[C] *or* nn[R] SNOWBANK Lnn *or* Rnn *or* LRnn FM CL).

Item N — Snowbanks on the taxiway

If critical snow banks are present on a taxiway, insert the taxiway designator and with a space “SNOW BANK” and with a space left “L” or right “R” or both sides “LR”, followed by the distance in metres from centreline separated by a space FM CL (TWY [nn]n SNOWBANK Lnn *or* Rnn *or* LRnn FM CL).

Item O — Snowbanks adjacent to the runway

If snow banks are present penetrating the height profile in the aerodrome snow plan, insert lowest runway designator and “ADJ SNOWBANKS” (RWY nn[L] *or* nn[C] *or* nn[R] ADJ SNOWBANKS.)

Item P — Taxiway conditions

If taxiway conditions are slippery or poor insert taxiway designator followed by a space “POOR”. (TWY [nn]n POOR.)

Item R — Apron conditions

If apron conditions are slippery or poor insert taxiway designator followed by a space “POOR” (APRON [nnnn] POOR.)

Item S — State approved and published use of measured friction coefficient

According to a standard set or agreed by the State.

Item T — Plain language remarks

Plain language text, insert characters in accordance with aeronautical fixed services provisions.

EXAMPLE OF COMPLETED SNOWTAM FORMAT

Example SNOWTAM 1

ENZH 02170055 09L 5/5/5 100/100/100 // WET/WET/WET

Example SNOWTAM 2

ENZH 02170055 09L 5/5/5 100/100/100 // WET/WET/WET
ENZH 02170135 09R 5/4/3 100/50/75 /06/06 WET/SLUSH/SLUSH

Example SNOWTAM 3

ENZH 02170055 09L 5/5/5 100/100/100 // WET/WET/WET
ENZH 02170135 09R 5/4/3 100/50/75 /06/06 WET/SLUSH/SLUSH
ENZH 02170225 09C 3/2/1 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW
RWY 09L SNOWBANK R20 FM CL. RWY 09R ADJ SNOWBANKS. TWY B POOR. APRON NORTH
POOR

Example SNOWTAM 4

ENZH 02170345 09L 5/5/5 100/100/100 // WET/WET/WET
ENZH 02170134 09R 5/4/3 100/50/75 /06/06 WET/SLUSH/SLUSH
ENZH 02170225 09C 3/2/1 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35
DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09R CHEMICALLY TREATED. RWY 09C
CHEMICALLY TREATED.

Note.— See the Aeronautical Information Services Manual (Doc 8126) for additional SNOWTAM examples incorporating different runway conditions.
