

## APPENDIX 2. SNOWTAM FORMAT

(See Chapter 5, 5.2.3.)

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)										<≡	
	(DATE AND TIME OF FILING)				(ORIGINATOR'S INDICATOR)								<≡
(Abbreviated heading)	(SWAA* SERIAL NUMBER)				(LOCATION INDICATOR)	DATE-TIME OF OBSERVATION				(OPTIONAL GROUP)		<≡(	
	S	W	*	*									
SNOWTAM	(Serial number) <≡												
(AERODROME LOCATION INDICATOR)										A)	<≡		
(DATE-TIME OF OBSERVATION ( <i>Time of completion of measurement in UTC</i> ))										B)	→		
(RUNWAY DESIGNATOR)										C)	→		
(Cleared runway length, if less than published length (m))										D)	→		
(Cleared runway width, if less than published width (m; if offset left or right of centre line add "L" or "R"))										E)	→		
(DEPOSITS OVER TOTAL RUNWAY LENGTH ( <i>Observed on each third of the runway, starting from threshold having the lower runway designation number</i> )										F)	..../..../....		
NIL — CLEAR AND DRY 1 — DAMP 2 — WET 3 — RIME OR FROST COVERED ( <i>depth normally less than 1 mm</i> ) 4 — DRY SNOW 5 — WET SNOW 6 — SLUSH 7 — ICE 8 — COMPACTED OR ROLLED SNOW 9 — FROZEN RUTS OR RIDGES)											→		
(MEAN DEPTH (mm) FOR EACH THIRD OF TOTAL RUNWAY LENGTH)										G)	..../..../....		
(ESTIMATED SURFACE FRICTION ON EACH THIRD OF RUNWAY)										H)	..../..../....		
ESTIMATED SURFACE FRICTION													
GOOD — 5 MEDIUM/GOOD — 4 MEDIUM — 3 MEDIUM/POOR — 2 POOR — 1													
(The intermediate values of "MEDIUM/GOOD" and "MEDIUM/POOR" provide for more precise information in the estimate when conditions are found to be between medium and either good or poor.)											→		
(CRITICAL SNOWBANKS ( <i>If present, insert height (cm)/distance from the edge of runway (m) followed by "L", "R" or "LR" if applicable</i> ))										J)	→		
(RUNWAY LIGHTS ( <i>If obscured, insert "YES" followed by "L", "R" or both "LR" if applicable</i> ))										K)	→		
(FURTHER CLEARANCE ( <i>If planned, insert length (m)/width (m) to be cleared or if to full dimensions, insert "TOTAL"</i> ))										L)	→		
(FURTHER CLEARANCE EXPECTED TO BE COMPLETED BY . . . (UTC))										M)	→		
(TAXIWAY ( <i>If no appropriate taxiway is available, insert "NO"</i> ))										N)	→		
(TAXIWAY SNOWBANKS ( <i>If higher than 60 cm, insert "YES" followed by the lateral distance apart, m</i> ))										P)	<≡		
(APRON ( <i>If unusable insert "NO"</i> ))										R)	→		
(NEXT PLANNED OBSERVATION/MEASUREMENT IS FOR) (month/day/hour in UTC)										S)	→		
(PLAIN-LANGUAGE REMARKS ( <i>Including contaminant coverage and other operationally significant information, e.g. sanding, de-icing, chemicals</i> ))										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

### 1. General

- a) When reporting on more than one runway, repeat Items B to P inclusive.
- b) Items together with their indicator must be dropped completely, where no information is to be included.
- c) Metric units must be used and the unit of measurement not reported.
- d) The maximum validity of SNOWTAM is 24 hours. New SNOWTAM must be issued whenever there is a significant change in conditions. The following changes relating to runway conditions are considered as significant:
  - 1) a change in the coefficient of friction of about 0.05;
  - 2) changes in depth of deposit greater than the following: 20 mm for dry snow, 10 mm for wet snow, 3 mm for slush;
  - 3) a change in the available length or width of a runway of 10 per cent or more;
  - 4) any change in the type of deposit or extent of coverage which requires reclassification in Items F or T of the SNOWTAM;
  - 5) when critical snow banks exist on one or both sides of the runway, any change in the height or distance from centre line;
  - 6) any change in the conspicuity of runway lighting caused by obscuring of the lights;
  - 7) any other conditions known to be significant according to experience or local circumstances.
- e) The abbreviated heading “TTAAiiii CCCC MMYYGGgg (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));

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

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

YY = day of the month

GGgg = time in hours (GG) and minutes (gg) 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 (MMYYGGgg).*

*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.*

- f) The text “SNOWTAM” in the SNOWTAM Format and the SNOWTAM serial number in a four-digit group shall be separated by a space, for example: SNOWTAM 0124.
- g) For readability purposes for the SNOWTAM message, include a line feed after the SNOWTAM serial number, after Item A, after the last item referring to the runway (e.g. Item P) and after Item S.
- 2. *Item A* — Aerodrome location indicator (four-letter location indicator).
- 3. *Item B* — Eight-figure date/time group — giving time of observation as month, day, hour and minute in UTC; this item must always be completed.
- 4. *Item C* — Lower runway designator number.
- 5. *Item D* — Cleared runway length in metres, if less than published length (see Item T on reporting on part of runway not cleared).
- 6. *Item E* — Cleared runway width in metres, if less than published width; if offset left or right of centre line, add (without space) “L” or “R”, as viewed from the threshold having the lower runway designation number.
- 7. *Item F* — Deposit over total runway length as explained in SNOWTAM Format. Suitable combinations of these numbers may be used to indicate varying conditions over runway segments. If more than one deposit is present on the same portion of the runway, they should be reported in sequence from the top (closest to the sky) to the bottom (closest to the runway). Drifts, depths of deposit appreciably greater than the average values or other significant characteristics of the deposits may be reported under Item T in plain language. The values for each third of the runway shall be separated by an oblique stroke (/), without space between the deposit values and the oblique stroke, for example: 47/47/47.

*Note.— Definitions for the various types of snow are given at the end of this Appendix.*

- 8. *Item G* — Mean depth in millimetres deposit for each third of total runway length, or “XX” if not measurable or operationally not significant; the assessment to be made to an accuracy of 20 mm for dry snow, 10 mm for wet snow and 3 mm for slush. The values for each third of the runway shall be separated by an oblique stroke (/), without space between the values and the oblique stroke, for example: 20/20/20.
- 9. *Item H* — Estimated surface friction on each third of the runway (single digit) in the order from the threshold having the lower runway designation number.

Friction measurement devices can be used as part of the overall runway surface assessment. Some States may have developed procedures for runway surface assessment which may include the use of information obtained from friction measuring devices and the reporting of quantitative values. In such cases, these procedures should be published in the AIP and the reporting made in Item (T) of the SNOWTAM format.

The values for each third of the runway are separated by an oblique stroke (/), without space between the values and the oblique stroke, for example: 5/5/5.

- 10. *Item J* — Critical snow banks. If present insert height in centimetres and distance from edge of runway in metres, followed (without space) by left (“L”) or right (“R”) side or both sides (“LR”), as viewed from the threshold having the lower runway designation number.

11. *Item K* — If runway lights are obscured, insert “YES” followed (without space) by “L”, “R” or both “LR”, as viewed from the threshold having the lower runway designation number.
12. *Item L* — When further clearance will be undertaken, enter length and width of runway or “TOTAL” if runway will be cleared to full dimensions.
13. *Item M* — Enter the anticipated time of completion in UTC.
14. *Item N* — The code (and combination of codes) for Item F may be used to describe taxiway conditions; enter “NO” if no taxiways serving the associated runway are available.
15. *Item P* — If snow banks are higher than 60 cm, enter “YES” followed by the lateral distance parting the snow banks (the distance between) in metres.
16. *Item R* — The code (and combination of codes) for Item F may be used to describe apron conditions; enter “NO” if the apron is unusable.
17. *Item S* — Enter the anticipated time of next observation/measurement in UTC.
18. *Item T* — Describe in plain language any operationally significant information but always report on length of uncleared runway (Item D) and extent of runway contamination (Item F) for each third of the runway (if appropriate) in accordance with the following scale:

RWY CONTAMINATION 10 PER CENT — if 10% or less of runway contaminated

RWY CONTAMINATION 25 PER CENT — if 11–25% of runway contaminated

RWY CONTAMINATION 50 PER CENT — if 26–50% of runway contaminated

RWY CONTAMINATION 100 PER CENT — if 51–100% of runway contaminated.

#### EXAMPLE OF COMPLETED SNOWTAM FORMAT

GG EHAMZQZX EDDFZQZX EKCHZQZX

070645 LSZH NYX

SWLS0149 LSZH 11070700

(SNOWTAM 0149

A) LSZH

B) 11070620 C) 02 D) ...P)

B) 11070600 C) 09 D) ...P)

B) 11070700 C) 12 D) ...P)

R) NO S) 11070920

T) DEICING

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

#### Definitions of the various types of snow

**Slush.** Water-saturated snow which with a heel-and-toe slap-down motion against the ground will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

*Note.*— Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

***Snow (on the ground).***

- a) *Dry snow.* Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.
  - b) *Wet snow.* Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.
  - c) *Compacted snow.* Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.
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