



## SNOWTAM

### SECTION 1 GENERAL

#### 1.1 PURPOSE

This Advisory Circular (AC) provides explanation and examples on assessing and reporting runway surface conditions using the new SNOWTAM format contained in Appendix 4 of MOS-AIS.

#### 1.2 STATUS OF THIS ADVISORY CIRCULAR

This is an original issuance of this AC.

CAAP acknowledges the valuable information contained in the ICAO European and North Atlantic EUR/NAT Office guidance material from which this advisory circular is derived.

#### 1.3 BACKGROUND

- A. The Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) recommended for the amendment of ICAO Annex 15 concerning the use of a Global Reporting Format (GRF) for assessing and reporting runway surface conditions thru the use of the new SNOWTAM format.
- B. CAR-ANS Part 15, *Governing Aeronautical Information Services*, establishes the national regulatory standards which are transposed from ICAO Annex 15 SARPs and prescribed by CAAP in providing aeronautical information service (AIS).
- C. The Manual of Standards for Aeronautical Information Services (MOS-AIS) was developed to further complement the specific requirements provided in CAR-ANS Part 15. Appendix 4 of MOS-AIS contains the new SNOWTAM format.

#### 1.4 APPLICABILITY

This Advisory Circular is applicable to air navigation service providers for aeronautical information services operating in the Philippines.

#### 1.5 RELATED REGULATIONS

The following regulations are directly applicable to the guidance contained in this advisory circular—

- CAR-ANS Part 15, Aeronautical Information Services; and
- Manual of Standards for Aeronautical Information Services (MOS-AIS)

Copies may be downloaded from CAAP Website or obtained from the Aerodrome and Air Navigation Safety Oversight Office (AANSOO).

#### 1.6 RELATED PUBLICATIONS

For further information on this topic, each stakeholder concerned are invited to read the following publications—

International Civil Aviation Organization

- ◆ Procedures for Air Navigation Services (PANS) — Aeronautical Information Management (PANS-AIM, Doc 10066)
- ◆ Circular 355: Assessment, Measurement and Reporting of Runway Surface Conditions;

- ◆ Procedures for Air Navigation Services (PANS) — Aerodromes (PANS-Aerodromes, Doc 9981)
- ◆ Location Indicators, (Doc 7910)

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7 or thru ICACS.

- Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.
- Where a regulation contains the words "prescribed by the Authority," the AC may be considered to "prescribe" a viable method of compliance, but status of that "prescription" in the AC is always "guidance" (never regulation).

## 1.7 DEFINITION

The following definitions are used in this advisory circular—

**SNOWTAM** (*Applicable as of 04 November 2021*). A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area. (MOS-AIS)

**Standing water.** Water of depth greater than 3 mm.

Running water of depth greater than 3 mm is reported as standing water by convention (MOS-Aerodromes).

## SECTION 2 GENERAL PROVISIONS OF SNOWTAM

- 2.1 Metric units shall be used in SNOWTAM and the unit of measurement (e.g. mm, cm, m, etc.) should not be reported.

*Example.— 09/15/30 (Item F) :* means that the depth of the contaminant in the first part of runway is 9mm, in the second part 15mm and in the third part 30mm. Units of measurement are metric but is not reported in the message.

- 2.2 As of 4 November 2021, the maximum validity of SNOWTAM is 8 hours.

When no SNOWTAM is issued after 8 hours of a previous SNOWTAM for an aerodrome, the old SNOWTAM is expired and it is assumed that there is no more significant runway surface condition to be reported.

- 2.3 New SNOWTAM shall be issued whenever a new runway condition report (RCR) is received from the aerodrome operator.

Prior arrangement between AIS (NOTAM Office) and the aerodrome authority is required to specify the means and process of submission of the Runway Condition Report (RCR)/ initiation of SNOWTAM.

- 2.4 A SNOWTAM cancels the previous SNOWTAM. When a new SNOWTAM is issued for a specific aerodrome that has another valid SNOWTAM, the new one automatically replaces the older SNOWTAM (there is no need to reference the older SNOWTAM in the new SNOWTAM, as what we do for NOTAM).

- 2.5 With reference to the SNOWTAM template (see Section 3), the letters used to indicate items (A to T; third column of the SNOWTAM template) are only used for reference purpose and should not be included in the messages. The letters, M (mandatory), C (conditional) and O (optional) (second column of the SNOWTAM template) mark the usage and information.

Example: Items B) to H) below without the letters indicating items (separated by one space):  
01150915 12L 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH

- 2.6 The abbreviated heading "TTAAiii CCCC MMYGGgg (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);
iii	=	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 *
		(* SNOWTAM coding in this guidance material is copied from MOS-AIS, Appendix 4. Attention should be paid to "day of the month" abbreviated with YY.)
YY	=	day of the month *
		* SNOWTAM coding in this guidance material is derived from MOS-AIS, Appendix 4. Attention should be paid to "day of the month" abbreviated with YY.
GGgg	=	time in hours (GG) and minutes (gg) UTC;
(BBB)	=	optional group for correction, in the case of an error, to a SNOWTAM message previously disseminated with the same serial number = COR.

- Brackets in (BBB) are used to indicate that this group is optional.
  - When reporting on more than one runway and individual dates/times of observation/assessment are indicated by repeated Item B, the latest date/time of observation/assessment 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
- The information groups are separated by a space, as illustrated above.

- 2.7 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**.

The SNOWTAM serial number resets at the beginning of each calendar year (*begins with SNOWTAM 0001 on January 1 at 0000 UTC*).

- 2.8 **Repeating information in the aeroplane performance calculation section for more than one runway:** when a SNOWTAM is reporting on more than one runway of the aerodrome for which the SNOWTAM is issued, Items B to H (aeroplane performance calculation section) should be repeated.

*Example:*

```
02170135 09R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH
02170225 09C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35
02170225 09L 3/3/3 50/50/75 08/15/10 WET SNOW/WET SNOW/WET SNOW 40
```

- 2.9 **Repeating information in the situational awareness section:** When reported, the information in the situational awareness section could be repeated, as applicable, for each runway, taxiway and apron.

- *Option 1:* It is recommended that the items of situational awareness section be kept in alphabetical order when repeated (Item I) to S)). It means that item I) should be repeated for several runways (if applicable) and then Item J), then item K), etc. and Item T) ends the SNOWTAM message. Example:

**DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09R LOOSE SAND. RWY 09L CHEMICALLY TREATED. RWY 09R CHEMICALLY TREATED. RWY 09C CHEMICALLY TREATED.)**

- *Option 2:* Repeat all relevant items of the same runway (Item I) to M)) for each runway, then to continue with the rest of the items (Item N) to T)). Example:

**DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09L CHEMICALLY TREATED. RWY 09R LOOSE SAND. RWY 09R CHEMICALLY TREATED. RWY 09C CHEMICALLY TREATED.)**

- Since there is no specific guideline/rule for repeating items in the situational awareness section, NOTAM systems should be flexible to receive and process situational awareness information in any order.
- Items in the situational awareness section are separated by a full stop and a space (Item L. item M. item N. etc.).

- 2.10 For readability purposes of the SNOWTAM message, include a line feed after the SNOWTAM serial number, after Item A, and after the aeroplane performance calculation section.

- 2.11 Mandatory information in SNOWTAM is:

- 1) AERODROME LOCATION INDICATOR;
- 2) DATE AND TIME OF ASSESSMENT;
- 3) LOWER RUNWAY DESIGNATOR NUMBER;
- 4) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD; and
- 5) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (*when runway condition code (RWYCC) is reported 1–5*)

- When no information is to be reported, insert "NR" at its relevant position in the message to indicate to the user that no information exists (/NR/).

*Example:* a SNOWTAM with the minimum (mandatory) information

```
GG EADBZTZX ...
111045 EADDYNYX
SWEA0124 EADD 01111035
(SNOWTAM 0124
EADD
01111035 09R 5/4/4 NR/NR/NR NR/NR/NR SLUSH/COMPACTED SNOW/COMPACTED SNOW)
```

### SECTION 3 DESCRIPTION OF SNOWTAM ITEMS

This section provides description and examples for each item of the SNOWTAM format, as shown in the following template:

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)										<E	
	(DATE AND TIME OF FILING)	(ORIGINATOR'S INDICATOR)										<E	
(Abbreviated heading)	(SWAA* SERIAL NUMBER)					(LOCATION INDICATOR)		DATE/TIME OF ASSESSMENT				(OPTIONAL GROUP)	<E
	S	W	.	.									
SNOWTAM	→	(Serial number)											<E
<b>Aeroplane performance calculation section</b>													
(AERODROME LOCATION INDICATOR)	M	A)											<E
(DATE/TIME OF ASSESSMENT (Time of completion of assessment in UTC))	M	B)											→
(LOWER RUNWAY DESIGNATION NUMBER)	M	C)											→
(RUNWAY CONDITION CODE (RWYCC) ON EACH RUNWAY THIRD) (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 RUNWAY THIRD)	C	F)	/ /										→
(CONDITION DESCRIPTION OVER TOTAL RUNWAY LENGTH) (Observed on each runway third, starting from threshold having the lower runway designation number)	M	G)											→
COMPACTED SNOW DRY DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLUSH STANDING WATER WATER ON TOP OF COMPACTED SNOW WET WET ICE WET SNOW WET SNOW ON TOP OF COMPACTED SNOW WET SNOW ON TOP OF ICE													
(WIDTH OF RUNWAY TO WHICH THE RUNWAY CONDITION CODES APPLY, IF LESS THAN PUBLISHED WIDTH)	O	H)											<E
<b>Situational awareness section</b>													
(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 THE RUNWAY)	O	L)											→
(SNOWBANKS ON THE RUNWAY) (If present, distance from runway centre line (m) followed by "L", "R" or "LR" as applicable)	O	M)											→
(SNOWBANKS ON A TAXIWAY)	O	N)											→
(SNOWBANKS ADJACENT TO THE RUNWAY)	O	O)											→
(TAXIWAY CONDITIONS)	O	P)											→
(APRON CONDITIONS)	O	R)											→
(MEASURED FRICTION COEFFICIENT)	O	S)											→
(PLAIN-LANGUAGE REMARKS)	O	T)											)
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2 or otherwise applicable aerodrome identifier. 2. Information on other runways, repeat from B to H. 3. Information in the situational awareness section repeated for each runway, taxiway and apron. Repeat as applicable when reported. 4. Words in brackets ( ) not to be transmitted. 5. For letters A) to T) refer to the instructions for the completion of the SNOWTAM Format, paragraph 1, item b).													

SIGNATURE OF ORIGINATOR (not for transmission)

\* The terms *SLIPPERY WET* and *SPECIALLY PREPARED WINTER RUNWAY* in item G are used by States that follow EASA Regulations. See details below in note.1 of Section 1, Item D.

### 3.1 AEROPLANE PERFORMANCE CALCULATION SECTION

**Item A** — Aerodrome location indicator (four-letter location indicator) of the aerodrome, for which the SNOWTAM is issued. The aerodrome location indicators are listed in the ICAO DOC 7910 (Location Indicators).

*Example:* **LFPG** = Paris/Charles du Gaulle

**Item B** — Date and Time of assessment of the runway surface condition (eight-figure date/time group giving time of observation as month, day, hour and minute in UTC)

*Example:* **12040638**  
 12 = December ; 04 = Day 4 (4th) ; 0638 (06 hours and 38 minutes)

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

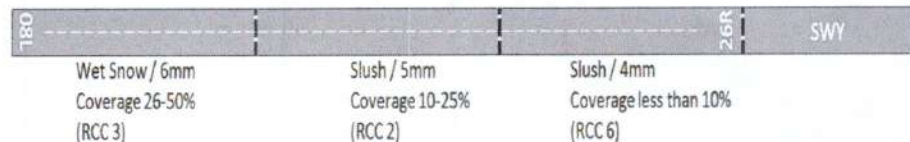
- Only one runway designator is inserted for each runway and always the lower number.

*Example:* **08L** for RWY08L/26R, 08L should be reported (08<26)



**Item D** — Runway condition code for each runway third. Only one digit (0, 1, 2, 3, 4, 5 or 6) is inserted for each runway third, separated by an oblique stroke (n/n/n). Runway Condition Code is determined during the assessment of the runway surface condition, in accordance with the provisions of the PANS-Aerodrome and the Runway Condition Assessment Matrix (RCAM).

*Example:* **3/2/6** : runway condition code for the first part of runway 08L is 3, for the second part 2 and for the third parts is 6.



Runway Condition Assessment Matrix (RCAM)			
Assessment		Downgrade assessment criteria	
Runway Condition Code (RCC)	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	<ul style="list-style-type: none"> <li>• DRY</li> </ul>	---	---
5	<ul style="list-style-type: none"> <li>• FROST</li> <li>• WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth)</li> </ul> <p><i>Up to and including 3 mm depth:</i></p> <ul style="list-style-type: none"> <li>• SLUSH</li> <li>• DRY SNOW</li> <li>• WET SNOW</li> </ul>	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD

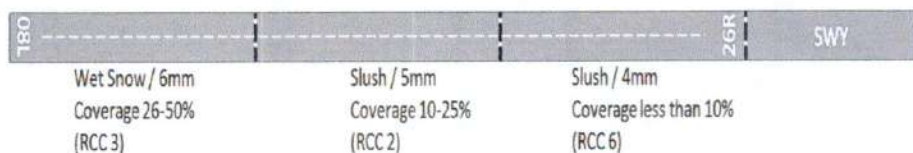
Runway Condition Assessment Matrix (RCAM)			
Assessment		Downgrade assessment criteria	
4	-15°C and Lower outside air temperature: • COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	• WET ("slippery wet" runway) • DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW More than 3 mm depth: • DRY SNOW • WET SNOW Higher than -15°C outside air temperature: • COMPACTED SNOW	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 or slush: • STANDING WATER • SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	• ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	• WET ICE • WATER ON TOP OF COMPACTED SNOW • DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

- States that follow EASA Regulations additionally use SPECIALLY PREPARED WINTER RUNWAY for runway condition code 4 and the descriptor WET for runway condition code 3 is replaced by SLIPPERY WET.

**Item E** — Per cent coverage is reported as NR (less than 10% or DRY), 25 (10-25 %), 50 (26-50 %), 75 (51-75 %) or 100 (76-100 %) for each runway third, separated by an oblique stroke ([n]nn/[n]nn/[n]nn).

- This information is provided only when the runway condition for each runway third (Item D) has been reported as other than 6 and there is a condition description for each runway third (Item G) that has been reported other than DRY.
- When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third(s).
- When the runway condition is "DRY" or the coverage is less than 10%, item E shall be reported by inserting "NR".
- When no information is to be reported, insert "NR" at its relevant position in the message to indicate to the user that no information exists (/NR/).

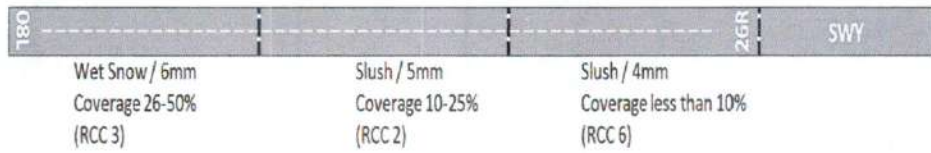
**Example: 50/25/NR** : percentage of coverage at the first runway third of RWY 08L is 50 % (between 26 to 50%), at the second part of the runway is 25 % (between 10 to 25 %) and the coverage is less than 10 % at the third part of the runway.



**Item F** — Depth of loose contaminant for each runway third. When provided, insert in millimetres for each runway third, separated by an oblique stroke (nn/nn/nn or nnn/nnn/nnn). Depth should be reported in 2 or 3 digits (i.e. 05 for 5mm, 115 for 115mm, etc.) and the units of measurement (mm) is not reported/inserted.

- This information is only provided for the following contamination types:
  - standing water, values to be reported 04, then assessed value;
  - slush, values to be reported 03, then assessed value;
  - wet snow, values to be reported 03, then assessed value; and
  - dry snow, values to be reported 03, then assessed value.
- When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third(s).
- NR also includes the situations when the depth of the contaminant is less than the minimum values to be reported (as indicated above) or that part of runway is dry, etc.
- For contaminants other than STANDING WATER, SLUSH, WET SNOW or DRY SNOW, the depth is not reported. The position of this type of information in the information string is then identified by /NR/.

*Example: 06/05/04* : depth of the contaminant in the first part of runway is 6mm, in the second part 5mm and in the third part 4mm.



**Item G** — Condition description for each runway third. Insert any of the following condition descriptions for each runway third, separated by an oblique stroke:

- COMPACTED SNOW
- DRY SNOW
- DRY SNOW ON TOP OF COMPACTED SNOW
- DRY SNOW ON TOP OF ICE
- FROST
- ICE
- SLUSH
- **STANDING WATER**
- WATER ON TOP OF COMPACTED SNOW
- WET
- WET ICE
- WET SNOW
- WET SNOW ON TOP OF COMPACTED SNOW
- WET SNOW ON TOP OF ICE
- DRY (only reported when there is no contaminant)

- When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third(s).
- States that follow EASA Regulations use the additional descriptors SPECIALLY PREPARED WINTER RUNWAY and SLIPPERY WET.

*Example: WET SNOW/SLUSH/SLUSH* : condition description is "Wet snow" for the first part of runway, "Slush" for the second and third parts of runway.



180	26R	SWY
Wet Snow / 6mm Coverage 26-50% (RCC 3)	Slush / 5mm Coverage 10-25% (RCC 2)	Slush / 4mm Coverage less than 10% (RCC 6)

**Item H** — Width of runway to which the runway condition codes apply. Insert the width in meters (without units of measurement), if it is less than the published runway width.

*Example:* **35** : published width of RWY 08L/26R is 45m and the RCR applies to 35m of it.

### 3.2 SITUATIONAL AWARENESS SECTION

- Elements in the situational awareness section end with a full stop.
- Elements in the situational awareness section for which no information exists, or where the conditional circumstances for publication are not fulfilled, are left out completely.
- The situational awareness section shall be separated from the aeroplane performance calculation section by an empty line.

**Item I** — Reduced runway length. Insert the applicable runway designator and available length in meters (example: RWY nn [L] or nn [C] or nn [R] REDUCED TO [n]nnn).

- This information is conditional when a NOTAM has been published with a new set of declared distances, i.e. when the runway length is reduced, this item should be included in the SNOWTAM and a NOTAM should also be issued with the new available declared distances (TORA, TODA, ASDA and LDA).

*Example:* **RWY 08L REDUCED TO 2800.**

**Item J** — Drifting snow on the runway. When reported, insert "DRIFTING SNOW".

*Example:* **DRIFTING SNOW.**

- Drifting snow is an ensemble of snow particles raised by the wind to small heights above the ground (WMO definition).
- Drifting snow in the SNOWTAM format refers to the airport (the whole movement area), not a specific runway. However, for large airports with several runways where drifting snow could exist in one or some runways (not all), item J) might be reported with relevant runway designator, e.g. **RWY 08 DRIFTING SNOW.**

**Item K** — Loose sand on the runway. When reported on the runway, insert the lower runway designator and with a space "LOOSE SAND" (RWY nn or RWY nn[L] or nn[C] or nn[R] LOOSE SAND).

*Example:* **RWY 08L LOOSE SAND.**

**Item L** — Chemical treatment on the runway. When chemical treatment has been reported applied, insert the lower runway designator and with a space "CHEMICALLY TREATED" (RWY nn or RWY nn[L] or nn[C] or nn[R] CHEMICALLY TREATED).

*Example: RWY 08L CHEMICALLY TREATED.*

**Item M** — Snow banks on the runway. When snow banks are present on the runway, insert the lower runway 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 centre line separated by a space FM CL (RWY nn or RWY nn[L] or nn[C] or nn[R] SNOW BANK Lnn or Rnn or LRnn FM CL).

*Example: RWY 08L SNOW BANK L12 FM CL.*

**Item N** — Snow banks on a taxiway. When snow banks are present on a taxiway, insert the taxiway designator and with a space "SNOW BANK" (TWY [nn]n SNOW BANK).

*Example: TWY B SNOW BANK.*

- When there are snow banks on every taxiway, "ALL TWYS SNOWBANKS" might be used.

**Item O** — Snow banks adjacent to the runway. When snow banks are present penetrating the height profile in the aerodrome snow plan, insert the lower runway designator and "ADJ SNOW BANKS" (RWY nn or RWY nn[L] or nn[C] or nn[R] ADJ SNOW BANKS).

*Example: RWY 08R ADJ SNOW BANKS.*

**Item P** — Taxiway conditions. When taxiway conditions are reported as poor, insert the taxiway designator followed by a space "POOR" (TWY [n or nn] POOR or ALL TWYS POOR).

*Example: TWY C POOR.*

**Item R** — Apron conditions. When apron conditions are reported as poor, insert the apron designator followed by a space "POOR" (APRON [nnnn] POOR or ALL APRONS POOR).

- Aprons are named differently in different aerodromes (e.g. Apron 1, Cargo Apron, Apron Main, Apron XXX, Military Ramp, etc.). The Apron designator/name in the SNOWTAM should be the one indicated in the Aerodrome Chart and/or AIP.

*Example: APRON 1 POOR.*

**Item S** — Measured friction coefficient. Where reported, insert the measured friction coefficient and friction measuring device.

- This item is optional and will only be reported for States that have an established programme of runway friction measurement using a State-approved friction measuring device.
- States that follow EASA Regulations do not report measured friction coefficient. 'NR' is inserted for Item S.

**Item T** — Plain language remarks

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**SECTION 4      EXAMPLES OF SNOWTAM**

**Example 1:** GG EADBZQZX EADNZQZX EADSZQZX  
 170140 EADDYNYX  
 SWEA0150 EADD 02170135  
 (SNOWTAM 0150  
 EADD  
 02170055 09L 5/5/4 100/100/100 NR/03/03 WET/  
 WET SNOW/COMPACTED SNOW  
 02170135 09R 5/2/2 75/50/75 NR/06/06 WET/SLUSH/  
 SLUSH 40)

**Example 2:** GG EADBZQZX EADNZQZX EADSZQZX  
 170229 EADDYNYX  
 SWEA0151 EADD 02170225  
 (SNOWTAM 0151  
 EADD  
 02170055 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/  
 WET SNOW  
 02170135 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/  
 SLUSH  
 02170225 09C 2/3/3 75/100/100 06/12/12 SLUSH/  
 WET SNOW/WET SNOW  
  
 RWY 09L SNOW BANK R20 FM CL. RWY 09R ADJ SNOW  
 BANKS. TWY B POOR. APRON NORTH POOR.)

**Example 3:** GG EADBZQZX EADNZQZX EADSZQZX  
 170350 EADDYNYX  
 SWEA0152 EADD 02170345  
 (SNOWTAM 0152  
 EADD  
 02170345 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/  
 SLUSH  
 02170134 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/  
 SLUSH  
 02170225 09C 2/3/3 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.)

**Example 4:** GG EADBZQZX EADNZQZX EADSZQZX  
 170440 EADDYNYX  
 SWEA0153 EADD 02170435  
 (SNOWTAM 0153  
 EADD  
 02170435 09L 5/5/5 100/100/100 NR/NR/03 WET/WET/  
 SLUSH  
 02170415 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/  
 SLUSH  
 02170400 09C 2/2/2 75/75/50 06/12/12 SLUSH/SLUSH/  
 SLUSH 40

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DRIFTING SNOW. RWY 09L LOOSE SAND. RWY 09L  
CHEMICALLY TREATED. RWY 09R CHEMICALLY TREATED.  
RWY 09C CHEMICALLY TREATED.)D.)

**Example 5:** GG EADBZQZX EADNZQZX EADSZQZX  
170540 EADDNYX  
SWEA0154 EADD 02170535  
(SNOWTAM 0154  
EADD  
02170535 09L 6/6/6 NR/NR/NR NR/NR/NR DRY/DRY/DRY  
02170515 09R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/  
SLUSH  
02170500 09C 2/2/2 75/75/50 06/12/12 SLUSH/SLUSH/  
SLUSH 40

DRIFTING SNOW. RWY 09R CHEMICALLY TREATED. RWY 09C  
CHEMICALLY TREATED.)

## SECTION 5 SUPPLEMENTARY INFORMATION

- 5.1 Communications through appropriate means must be ensured between the airport authorities/operators (the originators of the runway condition reports through RCR) and the AIS (NOF) (responsible to disseminate information through SNOWTAM according to the information received by RCR).
- 5.2 When an airport authority/operator provides an RCR to AIS (NOF), the AIS (NOF) should carry out an initial quality check to verify the following:
- all mandatory information items (items A, B, C, D and G, as appropriate) are provided
  - Items E, F and G are not empty (values to be provided) or the position of this type of information in the information string would be identified by NR
  - the syntax requirement of SNOWTAM in PANS-AIM is strictly adhered
  - Information provided is in accordance with the criteria explained above (in terms of units of measurement, format of data, etc.)
  - Information conforms to other sources (date/time with the Gregorian calendar/UTC; runways, taxiways and aprons designators, width and length as per the published ones in AIP, etc.)

- In case AIS (NOF) needs clarification on the information received through RCR, necessary coordination should be made with the relevant airport authority/operator.
- Accuracy of RCR data is the responsibility of airport authority, as AIS (NOF) is normally unable to verify if the data collected is correct against the actual runway condition.
- AIS (NOF) should carry out quality checks at different stages, including before issuance of the SNOWTAM to ensure that the SNOWTAM reflects the same information as was originally received from the airport authority through RCR.

- 5.3 AIS NOTAM officer should be adequately trained with the new SNOWTAM format.
- 5.4 The software/templates used to issue/receive SNOWTAM (NOTAM/SNOWTAM system) should be updated, as applicable, to enable issuing, receiving, storing and retrieval of SNOWTAM in the new format.
- 5.5 The national GRF implementation team (including airport authorities, ATS, CAA, users, AIS, etc.) should ensure that the required coordination, awareness, training, processes, procedures, etc. are in place.
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5.6 The national GRF implementation team may elect to publish an Aeronautical Information Circular (AIC) through the Aeronautical Information Services (AIS) to:

- *provide a summary of the implementation process and mechanisms;*
- *detail responsibilities of each stakeholder involved (airports, AIS, ATS, users, etc.);*
- *provide implementation plan/timelines;*
- *provide any other information that could be useful to facilitate the implementation.*
- *raise awareness among all stakeholders by providing information about the GRF and the new SNOWTAM format;*
- *explain coordination processes between airports, AIS, ATS, etc.;*
- *prepare for tests, if any; and*

----- END OF ADVISORY CIRCULAR -----

  
CAPTAIN JIM C. SYDIONGCO  
Director General

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