



International Civil Aviation Organization

AIM SG/8 & MIDAD TF/6 VIRTUAL MEETINGS

(13-15 September 2021)

Agenda Item 4: Global/Regional developments related to AIM and SWIM

UAE PREPARATION FOR NEW SNOWTAM FORMAT

(Presented by United Arab Emirates/General Civil Aviation Authority)

SUMMARY

This paper outlines UAE preparation to comply with the new SNOWTAM requirements specified in Annex 15 and Doc 10066 PANS-AIM.

REFERENCES

- ICAO Annex 14 “*Aerodrome Design and Operations*”
- ICAO Doc 9981 *Procedures for Air Navigation Services (PANS) — Aerodromes*
- ICAO Annex 15 “*Aeronautical Information Services*”
- ICAO Doc. 10066 “*Procedures for Air Navigation Services – Aeronautical Information Management*” (PANS-AIM)

1. INTRODUCTION

1.1 Amendment 39-B of ICAO Annex 15 introduced an amendment concerning the use of a global reporting format for assessing and reporting runway surface conditions. The applicable date was set to be 5 November 2020 and due to COVID-19 pandemic was later postponed to 4 November 2021.

1.2 This amendment led to a change in the SNOWTAM format for dissemination of the information.

New Definition of SNOWTAM: 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. (PANS-AIM)

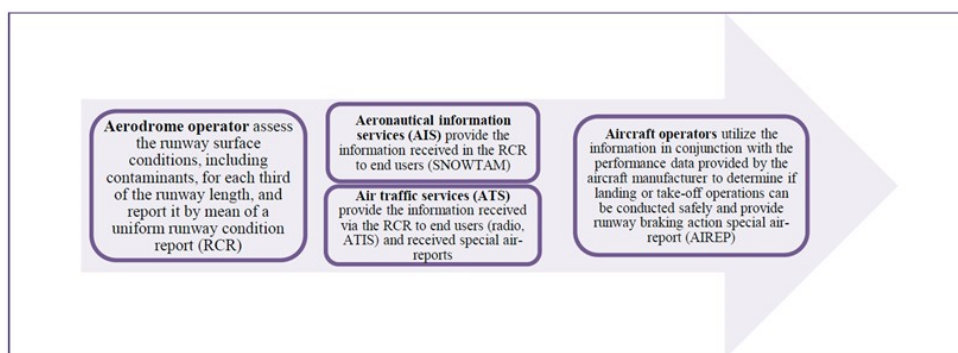
1.3 The United Arab Emirates can be classified as a wet and dry only region as per ICAO Circular 355 – Assessment, Measurement and Reporting of Runway Surface Conditions.

1.4 This paper outlines UAE preparation for SNOWTAM provision including implementation, development or any significant changes in compliance with the regulatory amendment.

2. DISCUSSION

2.1 UAE issued a NOTICE OF PROPOSED AMENDMENT 2020-03 (NPA) to implement the proposals developed by the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) and consequent changes to ICAO Annex 14 and PANS Aerodromes, Doc 9981 relating to improvements in assessing and reporting runway surface conditions. For reasons of simplicity and better comprehension of the SNOWTAM, winter conditions have been excluded in this NPA.

2.2 UAE NOF is the authorized unit to disseminate the information that is provided by the approved stakeholders in the form of a SNOWTAM. The illustration on flow of information is shown below:



2.3 Coordination between all stakeholders was achieved. A detailed SNOWTAM workshop with all stakeholders was held and feedback consolidated.

2.4 Service Level Agreements (SLAs) with the stakeholders were discussed and revised to include new SNOWTAM requirements and procedures.

2.5 Data Originator and UAE NOF Procedures were updated to include new SNOWTAM requirements in coordination with the state regulator.

2.6 Management of Change (MOC) was raised in Integrated Safety Management System for the proposed change, in order to ensure that all safety aspects are covered.

2.8 Concerned operational staff attended ICAO SNOWTAM Webinar and specific training was done.

2.7 System capabilities were evaluated and coordination was done with system suppliers for the required system updates.

2.8 Transmission of SNOWTAM Message was tested and verified with EAD and locally. We received a confirmation message that the TEST was successful and the FORMAT is correct.

2.9 Sample of SNOWTAM transmitted test message is shown below :

Group: EX_OPERATOR_17 / User: SZCAIS UTC Time: 2021.03.23-05:20:16

LYA5196 230453
GG OMAEYNYX
230453 OMAEYFYX
SWOM0001 OMAA 03230345
(SNOWTAM 0001
OMAA
03230130 13L 5/5/5 100/100/100 NR/NR/NR WET/WET/WET
03230345 13R 5/2/2 100/50/50 NR/08/12 WET/STANDING WATER/STANDING
WATER
TWY B POOR. APN NORTH POOR. THIS IS A TEST SNOWTAM)

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to note UAE experience presented in the information paper.

- END -