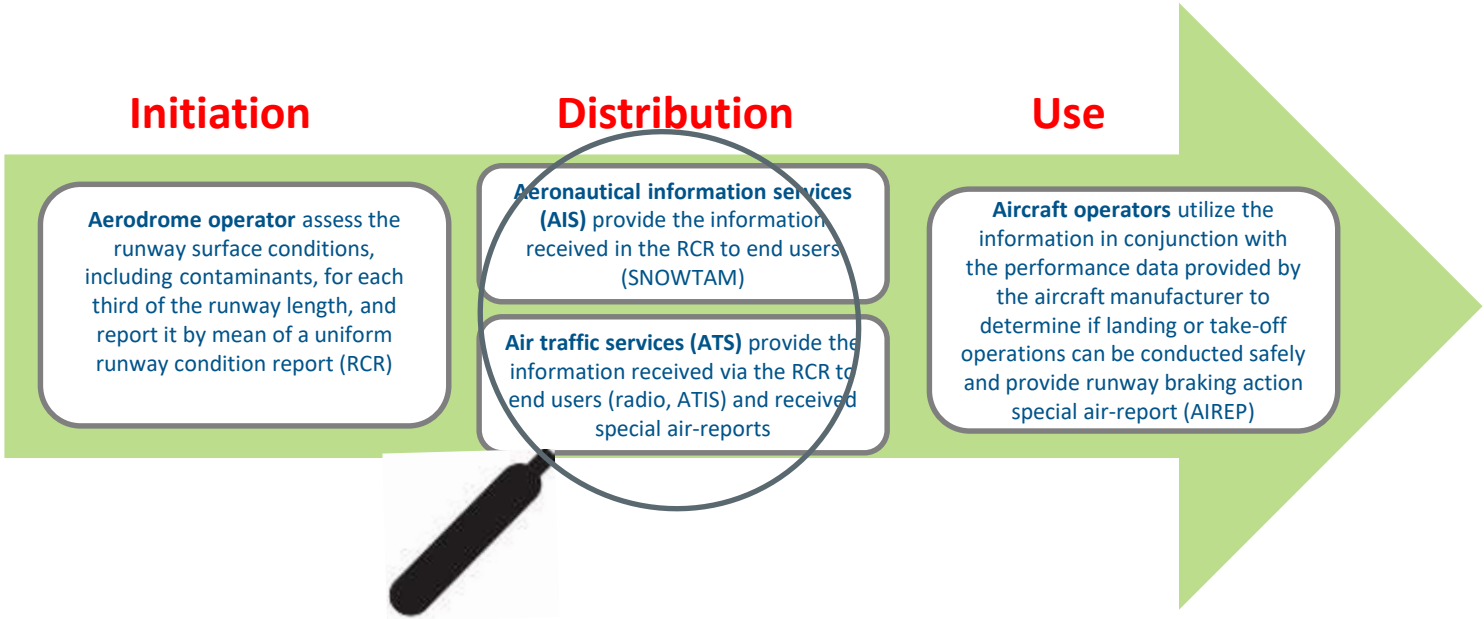
AFI Workshop on the improvement of NOTAM & the implementation of the new SNOWTAM format

New SNOWTAM Format

Abbas NIKNEJAD
Regional Officer, Air Navigation System Implementation
ICAO EUR/NAT Office, Paris

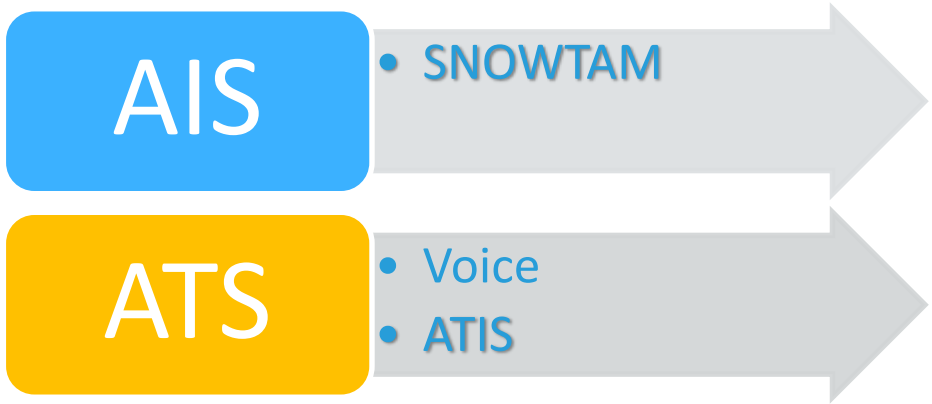
Virtual
22 – 24 June 2021

GRF Process


Initiation
Distribution
Use
Aerodrome operator assess the runway surface conditions, including contaminants, for each third of the runway length, and report it by mean of a uniform runway condition report (RCR)
Aeronautical information services (AIS) provide the information received in the RCR to end users (SNOWTAM)
Air traffic services (ATS) provide the information received via the RCR to end users (radio, ATIS) and received special air-reports
Aircraft operators utilize the information in conjunction with the performance data provided by the aircraft manufacturer to determine if landing or take-off operations can be conducted safely and provide runway braking action special air-report (AIREP)

Dissemination of information

- **Through the AIS and ATIS:** when the runway is wholly or partly contaminated by standing water, snow, slush, ice or frost, or is wet associated with the clearing or treatment of snow, slush, ice or frost.
- **Through the ATS only:** when the runway is wet, not associated with the presence of snow, slush, ice or frost.



New SNOWTAM Provisions & SNOWTAM Format

SNOWTAM Definition

- ***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.

Frost is a deposit of small white ice crystals formed on the ground or other surfaces when the temperature falls below freezing

SNOWTAM Provisions

- Metric units shall be used in SNOWTAM and the unit of measurement (e.g. mm, cm, m, etc.) should not be reported.
- As of 4 November 2021, the maximum validity of SNOWTAM is 8 hours.
- 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).
- 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.

Example (items B to G): 01150915 12L 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH

Mandatory information in SNOWTAM:

- Item A - Aerodrome location indicator (EADD)
- Item B - Date and time of assessment (11111035)
- Item C - Lower runway designator number (09R)
- Item D - Runway condition code (RWYCC) for each runway third (5/4/4)
- Item G - Condition description for each runway third (SLUSH/COMPACTED SNOW/COMPACTED SNOW) *(mandatory only when RWYCC is reported 1 to 5; not needed if RWYCC is 0 or 6)*

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)

Significant Change

- New SNOWTAM shall be issued whenever a new runway condition report (RCR) is received from the aerodrome operator.
- RCR shall be initiated when a significant change in runway surface condition occurs.
- A change in the runway surface condition is considered significant whenever there is:

  *a) any change in the **RWYCC** (ref. item D);*

  *b) any change in **contaminant type** (ref. item G);*

  *c) any change in reportable **contaminant coverage/percentage** (ref. item E);*

  *d) any change in **contaminant depth** (ref. item F); and*

  e) any other information, for example a pilot report of runway braking action, which according to assessment techniques used, are known to be significant.

- Reporting of the runway surface condition should continue to reflect significant changes until the runway is no longer contaminated.

SNOWTAM Format

ABBREVIATED HEADING *TTAAiiii CCCC MMYYGGgg (BBB)*

- *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, in the case of an error, to a SNOWTAM message previously disseminated with the same serial number = COR

Example: SWLF0149 LFPG 11070620

SNOWTAM Serial Number *SNOWTAM iiii*

SNOWTAM = The text “SNOWTAM” in the SNOWTAM Format;
iiii = SNOWTAM serial number in a four-digit group;

Example: SNOWTAM 0149

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

SNOWTAM 2020 Format

1: Aeroplane performance Section

Item A - Aerodrome location indicator
Item B - Date and time of assessment
Item C - Lower runway designator number
Item D - Runway condition code (each runway third)
Item E - Per cent coverage (each runway third)
Item F - Depth of loose contaminant (each runway third)
Item G - Condition description for each third
Item H - Width of RWY to which the RWYCCs apply

2: Situational Awareness Section

Item I - Reduced runway length
Item J - Drifting snow on the runway
Item K - Loose sand on the runway
Item L - Chemical treatment on RWY
Item M - Snow banks on the runway
Item N - Snow banks on the taxiway
Item O - Snow banks adjacent to the runway
Item P - Taxiway conditions
Item R - Apron conditions
Item S - Measured friction coefficient
Item T - Plain language remarks

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12040638 08L 5/2/2 75/50/75 NR/06/06 WET/SLUSH/SLUSH 40

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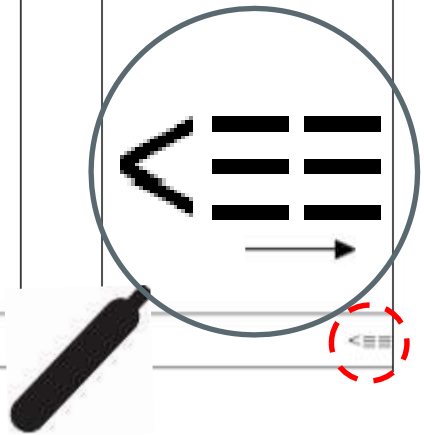

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Runway condition assessment matrix (RCAM)			
Assessment		**Downgrade assessment criteria**	
Runway condition code	**Runway surface description**	**Aeroplane deceleration or directional control observation**	**Pilot report of runway braking action**
6	•DRY	—	—
5	•FROST •WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) ***Up to and including 3 mm depth:*** •SLUSH •DRY SNOW •WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
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

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When no information is to be reported in item E, insert "NR" (/NR/).

12040638 08L 5/2/2 75/50/75 NR/06/06 WET/SLUSH/SLUSH 40

Percentage of coverage of contaminants (Item E)

Assessed percent	Reported percent
- Less than 10 %; or - Runway condition is “DRY” (item G) & RWYCC=6 (item D); or - If the percent is not reported	NR
10-25 %	25
26-50 %	50
51-75 %	75
76-100 %	100

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When no information is to be reported in item F, insert "NR" (/NR/).

12040638 08L 5/2/2 75/50/75 NR/06/06 WET/SLUSH/SLUSH 40

Depth assessment for contaminants

Contaminant	*Valid values to be reported*	*Significant change*
STANDING WATER	04, then assessed value	3 mm up to and including 15 mm
SLUSH	03, then assessed value	3 mm up to and including 15 mm
WET SNOW	03, then assessed value	5 mm
DRY SNOW	03, then assessed value	20 mm

Note 1.— For STANDING WATER, 04 (4 mm) is the minimum depth value at and above which the depth is reported. (From 3 mm and below, the runway third is considered WET).

Note 2.— For SLUSH, WET SNOW and DRY SNOW, 03 (3 mm) is the minimum depth value at and above which the depth is reported.

Note 3.— Above 4 mm for STANDING WATER and 3 mm for SLUSH, WET SNOW and DRY SNOW an assessed value is reported and a significant change relates to observed change from this assessed value.

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(WIDTH OF RUNWAY TO WHICH THE RUNWAY CONDITION CODES APPLY, IF LESS THAN PUBLISHED WIDTH)	O	H)	<≡≡

LFPG

12040638 08L 5/2/2 75/50/75 NR/06/06 WET/SLUSH/SLUSH 40

RWY Surface Description (Item G) vs RWYCC (Item D)

RWY Surface Description (item G)	RWYCC (item D)
DRY	6
FROST	5
- WET (dampness/water up to and including 3mm) - WET (Slippery wet) - STANDING WATER (more than 3mm) - WATER ON TOP OF COMPACTED SNOW	5 3 2 0
- SLUSH (up to and including 3mm) - SLUSH (more than 3mm)	5 2
- DRY SNOW / WET SNOW (up to and including 3mm) - DRY SNOW / WET SNOW (more than 3mm) - DRY SNOW / WET SNOW (any depth) ON TOP OF COMPACTED SNOW - DRY SNOW / WET SNOW (any depth) ON TOP OF ICE	5 3 3 0
- COMPACTED SNOW (outside temperature -15 C or lower) - COMPACTED SNOW (outside temperature higher than -15 C)	4 3
- ICE - WET ICE	1 0

Aeroplane performance calculation section			
(AERODROME LOCATION INDICATOR)	M	A)	<≡
(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)* 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	M	G)	/ / →
(WIDTH OF RUNWAY TO WHICH THE RUNWAY CONDITION CODES APPLY, IF LESS THAN PUBLISHED WIDTH)	O	H)	<≡≡

LFPG

12040638 08L 5/2/2 75/50/75 NR/06/06 WET/SLUSH/SLUSH 40

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:

LFPG

02170135 08R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH

02170225 08C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35

02170245 08L 3/3/3 50/50/75 08/15/10 WET SNOW/WET SNOW/WET SNOW 40

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 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)	)

LFPG
02170135 08R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH
02170225 08C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35
02170245 08L 3/3/3 50/50/75 08/15/10 WET SNOW/WET SNOW/WET SNOW 40

RWY 08L REDUCED TO 2800. DRIFTING SNOW. RWY 08L LOOSE SAND. RWY 08L CHEMICALLY TREATED. RWY 08R SNOWBANK R20 FM CL. TWY A SNOWBANK. RWY 08R ADJACENT SNOWBANKS. TWY B POOR. APRON NORTH POOR.)

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 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)	)

RWY 08L REDUCED TO 2800. DRIFTING SNOW. RWY 08L LOOSE SAND. RWY 08L CHEMICALLY TREATED. RWY 08R SNOWBANK R20 FM CL. TWY A SNOWBANK. RWY 08R ADJACENT SNOWBANKS. TWY B POOR. APRON NORTH POOR.)

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 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)	)

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Situational awareness section			
(REDUCED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH *(m)*)	O	I)	→
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(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)	)

RWY 08L REDUCED TO 2800. DRIFTING SNOW. **RWY 08L LOOSE SAND**. RWY 08L CHEMICALLY TREATED. RWY 08R SNOWBANK R20 FM CL. TWY A SNOWBANK. RWY 08R ADJACENT SNOWBANKS. TWY B POOR. APRON NORTH POOR.)

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 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)	)

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Situational awareness section			
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(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)	)

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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 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)	)

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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 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)	)

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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 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)	→
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(SNOWBANKS ADJACENT TO THE RUNWAY)	O	O)	→
(TAXIWAY CONDITIONS)	O	P)	→
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(MEASURED FRICTION COEFFICIENT)	O	S)	→
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Situational awareness section			
(REDUCED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH *(m)*)	O	I)	→
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(LOOSE SAND ON THE RUNWAY)	O	K)	→
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Situational awareness section			
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(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)	)

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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 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)	)

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Note 1.— Elements in the situational awareness section end with a full stop.

Note 2.— 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.

Note 3.— The situational awareness section shall be separated from the aeroplane performance calculation section by an empty line.

Example of a complete SNOWTAM

GG XXXX XXXX XXXX XXXX
170300 LFFAYNYX
SWLF0149 LFPG 02170245
(SNOWTAM 149
LFPG
02170135 08R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH
02170225 08C 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35
02170245 08L 3/3/3 50/50/75 08/15/10 WET SNOW/WET SNOW/WET SNOW 40

RWY 08L REDUCED TO 2800. DRIFTING SNOW. RWY 08L LOOSE SAND. RWY 08L CHEMICALLY TREATED. RWY 08R SNOWBANK R20 FM CL. TWY A SNOWBANK. RWY 08R ADJACENT SNOWBANKS. TWY B POOR. APRON NORTH POOR.)

GG XXXX XXXX XXXX XXXX
170300 LFFAYNYX
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(SNOWTAM 149
LFPG
02170135 08R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH
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(SNOWTAM 149
LFPG
02170135 08R 5/2/2 100/75/75 NR/06/06 WET/SLUSH/SLUSH
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170300 LFFAYNYX
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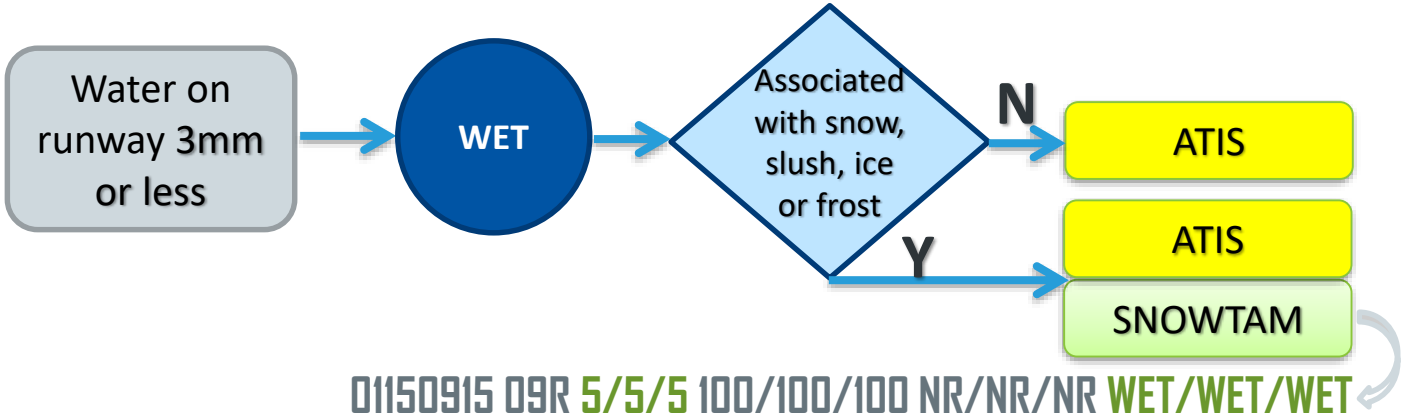
Water on runway



Scenario-1

- Water up to and including 3 mm exist on runway
- Water is NOT associated with snow, slush, ice or frost
- → **ATIS only (no SNOWTAM is issued)**

Scenario-2

- Water up to and including 3 mm exist on runway
- Water is associated with snow, slush, ice or frost
- → **SNOWTAM is issued (& ATIS)**
  - RWYCC 5 (wet)
  - RWYCC 3 (Slippery wet)

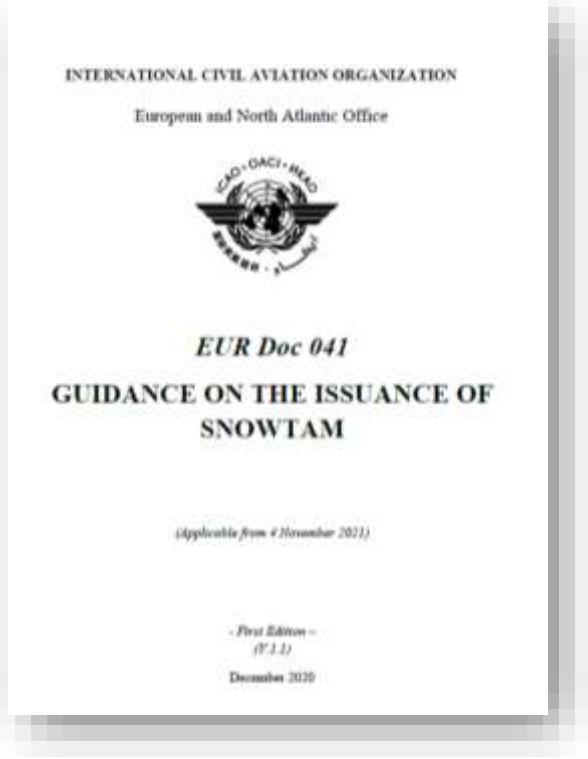
02160930 11L 5/5/5 100/50/50 NR/NR/NR WET/WET/WET

Scenario-3

- Water 4 mm or more on runway
- → **SNOWTAM is issued (& ATIS)**
  - RWYCC 2 (standing water)
- *It doesn't matter whether water is associated with snow, slush, ice or frost, or not; SNOWTAM must be issued*

02160930 11L 2/2/2 100/50/50 05/08/13 STANDING WATER/STANDING WATER/STANDING WATER

- More information on GRF: https://www.icao.int/safety/Pages/GRF.aspx
- ICAO EUR Doc 041 (SNOWTAM Guidance): www.icao.int/eurnat > EUR/NAT Documents > EUR Documents > 041-SNOWTAM Guidance
- SNOWTAM Webinar: https://www.icao.int/Meetings/webinar-series/Pages/SNOWTAM-2020.aspx


INTERNATIONAL CIVIL AVIATION ORGANIZATION

European and North Atlantic Office

EUR Doc 041

GUIDANCE ON THE ISSUANCE OF SNOWTAM

(Applicable from 4 November 2021)

- First Edition -
(V 1.1)

December 2020

ICAO

THANK YOU