Global Reporting Format

AIS Aspects (SNOWTAM)

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Nairobi, Kenya 14-15 August 2019

What is GRF?

A globally-harmonized methodology for runway surface conditions assessment and reporting to provide reports that are directly related to the performance of aeroplanes

Aerodrome Operator assess the runway surface conditions including contaminants, for each third runway length, and report it by means of a uniform runway condition report(RCR)

Aeronautical Information Services(AIS) provides the information received in the RCR to end users (SNOWTAM)

Air Traffic Service(ATS) provide the information received via RCR to end users(radio, ATIS) and receive special reports

Aircraft operators utilize information in conjunction with the performance data provided by the aircraft manufacturer to determine landing or take off operations can be conducted safely and provide runway braking action Special Air report (AIREP)

International Civil Aviation Organization | Organisation de l'aviation civile internationale | Organización de Aviación Civil Internacional | Международная организация гражданской авиации | منظمة الطيران المدني الدولي | 国际民用航空组织

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Ref.: AN 2/2.4-16/18

1 April 2016

Subject: Adoption of Amendment 39 to Annex 15

Action required: a) Notify any disapproval before 11 July 2016; b) Notify any differences and compliance before 10 October 2016 and 5 October 2020; c) Consider the use of the Electronic Filing of Differences (EFOD) System for notification of differences and compliance

Sir/Madam,

1. I have the honour to inform you that Amendment 39 to the *International Standards and Recommended Practices, Aeronautical Information Services* (Annex 15 to the Convention on International Civil Aviation) was adopted by the Council at the fifth meeting of its 207th Session on 22 February 2016. Copies of the Amendment and the Resolution of Adoption are available as attachments to the electronic version of this State letter on the ICAO-NET (http://portal.icao.int) where you can access all other relevant documentation.

2. When adopting the amendment, the Council prescribed 11 July 2016 as the date on which it will become effective, except for any part concerning which a majority of Contracting States have registered their disapproval before that date. In addition, the Council resolved that Amendment 39, to the extent it becomes effective, will become applicable on 10 November 2016[1].

3. Amendment 39 arises from:

a) recommendations of the third meeting of the Aerodrome Panel (AP/3) relating to the publication of information on runway end safety area (RESA) and arresting system in the aeronautical information publication (AIP);

b) recommendations of the twelfth meeting of the Instrument Flight Procedures Panel (IFPP/12) relating to en-route airway directional use restrictions;

[1] 5 November 2020 for Amendment 39-B

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c) recommendations of the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) relating to the use of a global reporting format for assessing and reporting runway surface conditions; and

d) recommendations of the second meeting of the Operational Data Link Panel (OPLINKP/2) relating to performance-based communication and surveillance (PBCS) and satellite voice communications (SATVOICE).

4. The amendment concerning publication of RESA and arresting system is a consequential amendment to enhance safety of aerodrome operations in Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*. The proposed amendment requires data concerning arresting system to be measured, described and promulgated in addition to information related to runway end safety area.

5. The amendment arising from IFPP/12 clarifies requirements with respect to en-route airway directional use restrictions. Conflicting information in ICAO provisions has led to confusion on how it is depicted in State AIPs. The amendment to Annex 15 along with consequential amendments to Annex 4 — *Aeronautical Charts* and the *Aeronautical Information Services Manual* (Doc 8126) will resolve this issue and present the necessary changes to remove any confusion.

6. The amendment concerning PBCS is a consequential amendment to support provisions for PBCS in Annex 11 — *Air Traffic Services* regarding prescription of required communication performance (RCP)/required surveillance performance (RSP) specification(s). The proposed amendment is to ensure that RCP and/or RSP specifications are listed in a standardized format in a State's AIP. The amendment concerning SATVOICE includes a provision in the AIP for SATVOICE number(s) so that they are easily accessible to the flight operations personnel.

7. The amendment concerning enhanced global reporting format for assessing and reporting runway surface conditions is designed to report runway surface conditions in a standardized manner such that flight crew are able to accurately determine aeroplane take-off and landing performance, resulting in a global reduction in runway excursion incidents/accidents. The proposal provides a solution to a long outstanding issue of relating aeroplane performance to runway state information in a more objective way. The amendment is part of a major revision to several Annexes.

8. The subject is given in the amendment to the Foreword of Annex 15, a copy of which is in Attachment A.

9. In conformity with the Resolution of Adoption, may I request:

a) that before 11 July 2016 you inform me if there is any part of the adopted Standards and Recommended Practices (SARPs) amendments in Amendment 39 (i.e., Amendments 39-A and 39-B) concerning which your Government wishes to register disapproval, using the form in Attachment B for this purpose. Please note that only statements of disapproval need be registered and if you do not reply it will be assumed that you do not disapprove of the amendment;

b) that before 10 October 2016[2] you inform me of the following, using the Electronic Filing of Differences (EFOD) System or the form in Attachment C for this purpose:

[2] 5 October 2020 for Amendment 39-B

Amendment 39B to Annex 15

Amendment 39B arises from:

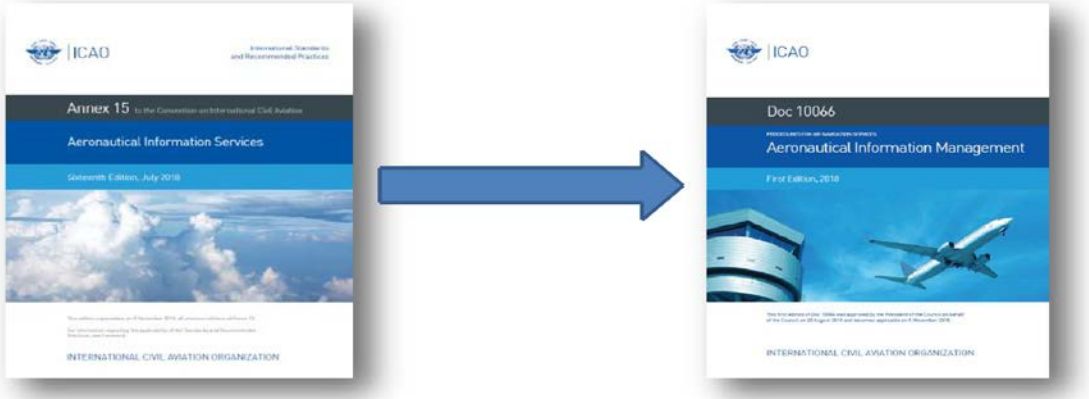
- Recommendations of the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) relating to the ***use of a global reporting format for assessing and reporting runway surface conditions***.

Amendment	*Source(s)*	*Subject*	*Adopted/Approved Effective Applicable*
39-B	Friction Task Force of the Aerodrome Design and Operations Panel (ADOP)	Amendment concerning the use of a global reporting format for assessing and reporting runway surface	22 February 2016 11 July 2016 5 November 2020

Major changes of amendment 39B

- SNOWTAM Definition
- SNOWTAM Provisions
- SNOWTAM Format (reporting format for assessing and reporting runway surface conditions has changed)

SNOWTAM Provisions moved to PANS AIM

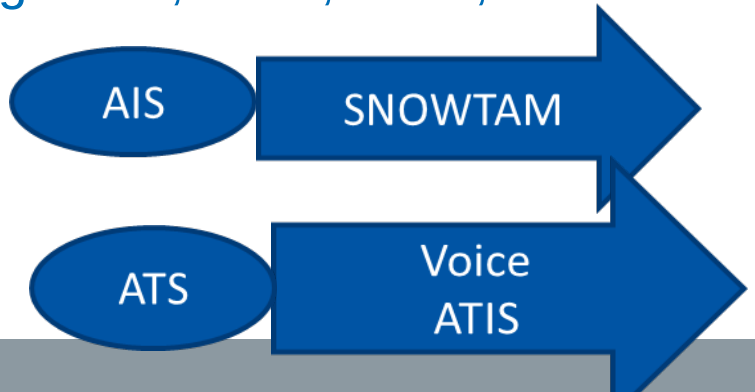


- After amendment 40 to Annex 15 and with the introduction of the new PANS AIM (DOC 10066), the provisions related to SNOWTAM were moved to PANS AIM.

Dissemination information

Through the AIS and ATS services: 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 standing water, snow, slush, ice or frost.



Dissemination of information

Description of the runway surface condition are defined in Annex 14:

– *Dry runway.* *A runway is considered dry if its surface is free of visible moisture and not contaminated within the area intended to be used.*

– *Wet runway.* *The runway surface is covered by any visible dampness or water up to and including 3 mm deep within the intended area of use.*

– *Slippery wet runway.* *A wet runway where the surface friction characteristics of a significant portion of the runway has been determined to be degraded.*

– *Contaminated runway.* *A runway is contaminated when a significant portion of the runway surface area (whether in isolated areas or not) within the length and width being used is covered by one or more of the substances listed in the runway surface condition descript*

Percentage of coverage for contaminants

Table II-1-1

Assessed per cent	Reported per cent
10 – 25	25
26 – 50	50
51 – 75	75
76 – 100	100

Depth of Contaminants

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).

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.

Assignment of Runway Condition Code

Runway Condition Description	Runway Condition Code(RCR)
Dry	6
Frost **Wet**(Runway Surface covered by any visible dampness or water up to and including 3mm depth.) **Slush** (Up to and including 3mm depth) **Dry Snow** (Up to and including 3mm depth) **Wet Snow** (Up to and including 3mm depth) **Compacted Snow** (Outside Air Temperature minus 15 drees Celsius and bellow)	5 4
Wet("Slippery wet runway") **Dry Snow** (More than 3mm depth) **Dry snow on top of compacted snow**(any depth) **Wet Snow on top of compacted snow** (Up to and including 3mm depth) **Compacted Snow** (Outside Air Temperature above minus 15 degrees Celsius and bellow **Standing Water** (More than 3mm depth) **Slush** (More than 3mm depth)	3 2
Ice	1
Wet Ice **Water on top of compacted snow** **Dry snow or wet snow on top of ice**	0

Correlation of runway condition code and pilot reports of runway braking action

Pilot report of runway braking action	*Description*	**Runway condition code (RWYCC)**
N/A		**6**
GOOD	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal	**5**
GOOD TO MEDIUM	Braking deceleration OR directional control is between good and medium	**4**
MEDIUM	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced	**3**
MEDIUM TO POOR	Braking deceleration OR directional control is between medium and poor	**2**
POOR	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced	**1**
LESS THAN POOR	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain	**0**

Table II-1-5.

Runway condition assessment matrix (RCAM)			
Assessment criteria		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	*−15ºC 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 −15ºC outside air temperature[1]:* • 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 [2]	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	• WET ICE [2] • WATER ON TOP OF COMPACTED SNOW [2] • DRY SNOW or WET SNOW ON TOP OF ICE [2]	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

[1] Runway surface temperature should preferably be used where available.
[2] The aerodrome operator may assign a higher runway condition code (but no higher than code 3) for each third of the runway, provided the procedure in 1.1.3.15 is followed.

Changes in SNOWTAM Definition

SNOWTAM. A special series NOTAM given in a standard format providing a surface condition report notifying the presence or ~~removal~~ cessation of hazardous conditions due to snow, ice, slush, frost, ~~or~~ standing water or water associated with snow, slush ~~and~~, ice, or frost on the movement area~~, by means of a specific format~~.

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)	≪≡
	(DATE AND TIME OF FILING)	(ORIGINATOR'S INDICATOR)	≪≡
(Abbreviated heading)	(SWAA* SERIAL NUMBER) S W * *	(LOCATION INDICATOR)	DATE/TIME OF ASSESMENT / (OPTIONAL GROUP) ≪≡(
SNOWTAM	(Serial number) → ≪≡		

Aeroplane performance section		
(AERODROME LOCATION INDICATOR)	M	A) ≪≡
(DATE/TIME OF ASSESSMENT *(Time of completion of assessment in UTC)*)	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)* 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 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 ADJACENT TO THE RUNWAY	O	N)
(SNOWBANKS ON A TAXIWAY*(If present, distance from the edge of runway (m) followed by "L", "R" or "LR" as applicable)*)		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.		

SIGNATURE OF ORIGINATOR *(not for transmission)*

COMPLETION OF THE SNOWTAM FORMAT

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, in the case of an error, to SNOWTAM message previously disseminated with the same serial number = COR.ted

COMPLETION OF THE SNOWTAM FORMAT

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

SWLS0149 LSZH 11070620

COMPLETION OF THE SNOWTAM FORMAT

Aeroplane performance calculation section

- Item A — Aerodrome location indicator (4-letter location indicator).
- 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])

COMPLETION OF THE SNOWTAM FORMAT

- 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)

- Item E — Per cent coverage for each runway third . When provided, insert 25, 50, 75 or 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.

COMPLETION OF THE SNOWTAM FORMAT

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).

Note 1.— This information is only provided for the following contamination types:

Standing water*, values to be reported 04, then assessed value. Significant changes 3 mm up to and including 15 mm.*

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

Wet snow*, values to be reported 03, then assessed value. Significant changes 5 mm.*

Dry snow*, values to be reported 03, then assessed value. Significant changes 20 mm.*

Note 2.— When the conditions are not reported, this will be signified by the insertion of "NR" for the appropriate runway third

COMPLETION OF THE SNOWTAM FORMAT

Item G — Condition description for each 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 ICE**
- **WET SNOW**
- **WET SNOW ON TOP OF COMPACTED SNOW**
- **WET SNOW ON TOP OF ICE**
- **DRY (only reported when there is no contaminant)**

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

COMPLETION OF THE SNOWTAM FORMAT

Item R — Apron conditions. When apron conditions are reported slippery or poor insert apron designator followed by a space “POOR” (example: APRON [nnnn] POOR or ALL APRONS POOR).

Item T — Plain language remarks.

Major Changes in SNOWTAM Provisions

SNOWTAM Provisions (PANS AIM)

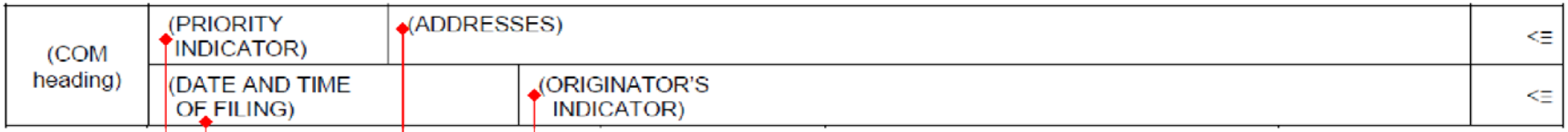
- “Assessment” instead of “Observation”
- The letters used to indicate items in SNOWTAM (A, B, C, …) are only used for reference purpose and should not be included in the messages.
- The maximum validity of SNOWTAM is 8 hours (not 24 hours).
- A SNOWTAM cancels the previous SNOWTAM
- New SNOWTAM shall be issued whenever a new Runway Condition Report (RCR) is received.
- Mandatory information in RCR / SNOWTAM:
  - i) AERODROME LOCATION INDICATOR
  - i) DATE AND TIME OF ASSESSMENT
  - i) LOWER RUNWAY DESIGNATOR NUMBER
  - i) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD
  - i) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (when runway condition code is reported 1- 5)

RCR Changes

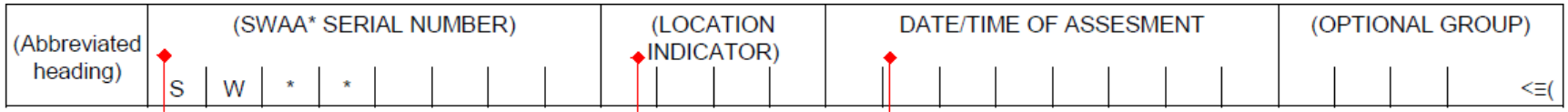
RCR shall be initiated when a significant change in runway surface condition occurs due to water, snow, slush, ice or frost. Reporting of the runway surface condition should continue to reflect significant changes until the runway is no longer contaminated.

A change in the runway surface condition used in the runway condition report is considered significant whenever there is:

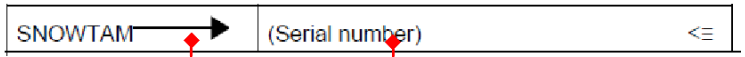
- *any change in the RWYCC;*
- *any change in contaminant type;*
- *any change in reportable contaminant coverage according to Table II-1-1;*
- *any change in contaminant depth according to Table II-1-2; and*
- *any other information, for example a pilot report of runway braking action, which according to assessment techniques used, are known to be significant.*



GG EADBZQZX EADNZQZX EADSZQZX
070645 EADDYNYX



SWEA0149 EADD 02170055



SNOWTAM 0149

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)	<≡≡

HKJK 02170225 09C 3/2/1 75/100/100
06/12/12 WET/SNOW/SNOW 35

NEW

GG EADBZQZX EADNZQZX EADSZQZX
170350 EADDYNYX

SWEA0149 EADD 02170345

(SNOWTAM 0149

EADD 02170345 09L 5/5/5 100/100/100 NR/NR/NR
WET/WET/WET

EADD 02170134 09R 5/4/3 100/50/75 NR/06/06
WET/SLUSH/SLUSH

EADD 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.)

OLD

GG EHAMZQZX EDDFZQZX EKCHZQZX 070645 LSZHYNYX

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

IMPACT ASSESSMENT FOR ANNEX 14, VOL I AND ANNEX 15

Safety impact:

Runway surface conditions have contributed to many safety events and investigations have revealed shortfalls in the accuracy and timeliness of assessment and reporting methods. The proposed global reporting format is designed to report runway surface conditions in a standardized manner such that flight crew are able to accurately determine aeroplane take-off and landing performance, resulting in a global reduction in runway excursion incidents/accidents.

• *Financial impact*:

For States, the financial cost will be limited to generating a series of regulatory amendments, training CAA inspectors and implementing a robust oversight process. For aerodrome operators, the financial cost will mainly be in the areas of training of staff (runway assessors) exposed to the change. For AIS providers and information users, there will be a cost to make changes to automated systems. The actual cost will vary with the nature and age of the systems currently implemented.

• *Efficiency impact*:

Accurate and timely runway state information provided by aerodromes and adjusted to the operational need and promulgated/disseminated according to defined terminology and procedures will have a positive impact on the efficiency of the air transportation system. Occurrences of excursions, disruptions to aerodrome and air traffic operations such as, but not limited to, the removal of aircraft disabled at an aerodrome, are expected to be reduced.

• *Expected implementation time*:

Between two to five years

Recommendations

- Updating State's regulatory framework
- – updating National regulations (transposition of ICAO provisions to the national regulations)
- – filing differences in EFOD / publishing significant differences in AIP (if required)
- Establishment of a national implementation team & plan that takes into account the modified ICAO provisions; training, awareness, education;
- Coordination between AIS, affected aerodromes, ATS units and Users (operators/airlines) of the new requirements and changes (through circular, etc.);
- Revision/updating of the software/templates used to issue/receive SNOWTAM (NOTAM/SNOWTAM system);
- Updating the formal arrangements between aerodromes and AIS; and
- Publication of an aeronautical information circular (AIC) for awareness and readiness of all stakeholders.

ICAO

THANK YOU