

## SNOWTAM Help

**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.

### SECTION 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 38minutes)

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

Note.1 — Only one runway designator is inserted for each runway and always the lower number.

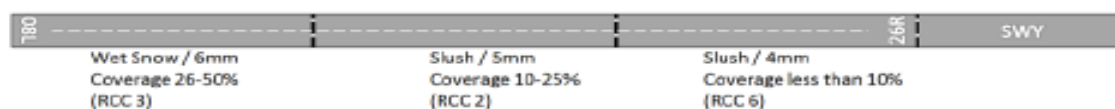
Example: 08L for RWY08L/26R, 08L should be reported (08<26)

**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.

Note – Since less than 10% coverage of slush exist on the third part, RWYCC is reported 6 and the condition description will be reported Dry).



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) <i>Up to and including 3 mm depth:</i> • SLUSH • DRY SNOW • WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	<i>−15°C and Lower, outside air temperature:</i> • 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 <i>More than 3 mm depth:</i> • DRY SNOW • WET SNOW <i>Higher than −15°C outside air temperature:</i> • COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	<i>More than 3 mm depth of water or slush:</i> • 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

Note.1 — The RCAM is a tool to be used when assessing runway surface conditions. It is not a standalone document and shall be used in compliance with the associated assessment procedures including downgrade and upgrade criteria detailed in ICAO DOC 9881 (PANS-Aerodrome), Part II, Chapter 1.

Note.2 — 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.

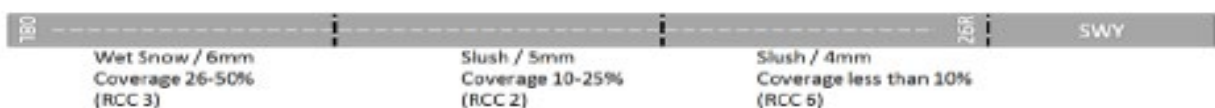
Item E — Per cent coverage is reported as NR (less than 10% or DRY), 25 (10-25 %), 50 (26-50 %), 75 (51-75 %) or 100 (76-100 %) for each runway third, separated by an oblique stroke [n]nn/[n]nn/[n]nn).

Note 1. — 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.

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

Note 3. — When the runway condition is "DRY" or the coverage is less than 10%, item E shall be reported by inserting "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.

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

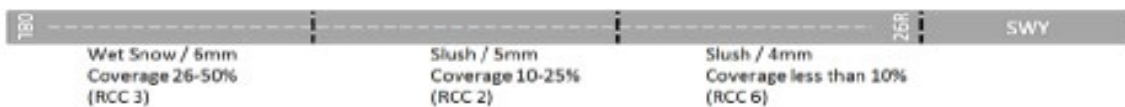
— *standing water, values to be reported 04, then assessed value;*  
— *slush, values to be reported 03, then assessed value;*  
— *wet snow, values to be reported 03, then assessed value; and*  
— *dry snow, values to be reported 03, then assessed value.*

Note 2.— When the conditions are not reported, this will be signified by the insertion of “NR” for the appropriate runway third(s).

Note 3.— 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.

Note 4.— 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
- ICESLUSH
- 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)

Note 1.— When the conditions are not reported, this will be signified by the insertion of “NR” for the appropriate runway third(s).

Note 2.— States that follow EASA Regulations use the additional descriptors SPECIALLY PREPARED WINTER RUNWAY and SLIPPERY WET.

Example: WET SNOW/SLUSH/DRY : condition description is “Wet snow” for the first part of runway, “Slush” for the second and “Dry” for the third parts of runway (since the coverage of slush on the third part is less than 10%, it is reported as Dry).



**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.

## SECTION 2: SITUATIONAL AWARENESS SECTION

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.

**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).

Note 1.— 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.

Note 1.— Drifting snow is an ensemble of snow particles raised by the wind to small heights above the ground (WMO definition).

Note 2.— 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.**

Note 1.— 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).

Note 1.— 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 T** — plain language remarks.

**Example 1:**

GG EADBZQZX EADNZQZX EADSZQZX  
170140 ENGMYNYX  
SWEN0150 ENGM 02170135  
(SNOWTAM 0150  
ENXX  
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 ENGMNYX

SWEN0151 ENGM 02170225

(SNOWTAM 0151

ENYY

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

170229 ENGMNYX

SWEN0151 ENGM 02170225

(SNOWTAM 0151

ENZZ

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.)