

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. Rescue and fire fighting services

At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with regulations for civil aviation.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

The level of protection provided at an aerodrome for rescue and fire fighting shall be appropriate to the aerodrome category determined using the principles in a) and b), except that, where the number of movements of aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category.

a) The aerodrome category shall be determined from table 1-1 and shall be based on the longest aeroplanes normally using the aerodrome and their fuselage width.

Note: To categorize aeroplanes using the aerodrome, first evaluate their overall length and second, their fuselage width.

b) If, after selecting the category appropriate to the longest aeroplane's overall length, that aeroplane's fuselage width is greater than the maximum width in table 1-1 column 3 for that category, then the category for that aeroplane shall actually be one category higher.

At aerodromes where operations by aeroplanes larger than the average size in a given category are planned, the quantities of water shall be recalculated and the amount of water for foam production and the discharge rates for foam solution shall be increased accordingly. Guidance on the determination of quantities of water and discharge rates is available in Chapter 2 of the Airport Services Manual (Doc 9137), Part 1.

The aerodrome operator may, during anticipated periods of reduced activity (e.g. specific periods of the year or day), reduce the rescue and firefighting level of protection available at the aerodrome. In this case the level of protection should be no less than that needed for the highest category of aeroplane planned to use the aerodrome during that time, irrespective of the number of movements.

Each individual service is categorized according to the table 1-1. Temporary changes shall be published by NOTAM.

For the helicopter operators, the relationship of the Rescue and Fire Fighting categories to individual helicopters is summarised in table 1-2.

Note1: See guidance in the Airport Services Manual (Doc 9137), Part 1, and CAA.IRI Part ADR Aerodrome Regulation. for categorizing aerodromes, including those for all-cargo aircraft operations, for rescue and firefighting purposes.

Note2: Guidance on training and competency check of rescue and firefighting personnel is given in CAA.IRI Part ADR Aerodrome Regulation.

→ *Note3: See Annex 14 volume II, heliports, for guidance on rescue and firefighting of heliports.*

Table 1-1. Aerodrome category for rescue and fire fighting

Aerodrome category	Aeroplane overall length(m)	Maximum fuselage width(m)
1	0 up to but not including 9	2
2	9 up to but not including 12	2
3	12 up to but not including 18	3
4	18 up to but not including 24	4
5	24 up to but not including 28	4
6	28 up to but not including 39	5
7	39 up to but not including 49	5
8	49 up to but not including 61	7
9	61 up to but not including 76	7
10	76 up to but not including 90	8

↔ **Table1-2. Heliport firefighting category**

Category	Maximum fuselage length	Maximum fuselage width
H0	up to but not including 8 m	1.5
H1	from 8 m up to but not including 12 m	2
H2	from 12 m up to but not including 16 m	2.5
H3	from 16 m up to 20 m	3

→ During flight operations and, at least, 15 minutes after the departure of last flight, sufficient trained personnel shall be available, in determining the minimum number of competent rescue and firefighting personnel required, a task resource analysis should be completed by aerodrome operators and the level of staffing should be documented in the aerodrome manual.

2. Snow plan

General

The GRF concept involves the assessment of the runway condition by the aerodrome operator using a standardized methodology, and the provision of relevant information to the ATS unit, as well as to the relevant Aeronautical Information Services unit, in order to promulgate it to the flight crews, to enable more accurate performance calculations and therefore safe operations.

Responsibility

An aerodrome operator is responsible for the assessment, cleaning of snow, for measuring of the depth of deposits (snow, ice, water), improving of the pavement conditions on movement area as well as originating of the relevant information.

Note: The expression “relevant information” means information promulgated by means of RCR and SNOWTAM.

Surveillance of movement areas

The movement area shall routinely be assessed by Aerodrome operator during the published aerodrome hours of service. The area shall always be assessed upon onset of precipitation and whenever the surface conditions change significantly. The movement area inspections shall be used to determine the need for snow cleaning, treatment and condition reports.

For aerodromes not operating H24, SNOWTAM will normally be issued immediately after they return to operation in the morning.

Note: Outside the operational hours of the aerodrome ATS unit, there may be periods when the surveillance of the movement area as well as the SNOWTAM service do not operate. In that case, the last published SNOWTAM will contain the time when the next planned observation/measurement will take place

Significant changes

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
- b) any change in contaminant type
- c) any change in reportable contaminant coverage and/or percentage.

d) any change in contaminant depth, and

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

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

Methods of cleaning used on the movement area

Snow ploughs, sweeper-blowers and spreaders for liquid and solid chemicals are used for removing snow precipitation. In case an ice-accretion is expected, cleaning of the movement area is carried out by chemical manner to attain acceptable braking action.

Cleaning priorities

The following priority of areas is normally used for snow cleaning and treatment:

1. Runway in use and access road from the fire station.
2. Taxiway(s) to runway in use.
3. Apron in use.
4. Other areas essential for operation of the aerodrome, e.g. navigation and communication sites, visual aids and meteorological equipment.

Note: More detailed information of possible local snow cleaning procedures at aerodromes is given in AD 2, Item 2.7.

Method of runway assessment

The composition of runway assessment team and the method of assessment are in accordance with requirements set out in ICAO Doc 9981 - PANS Aerodrome, chapter 2 and ICAO CIR355, chapter 4.

The measurements of the depth of deposits

For the purpose of reporting the deposit on the runway and the surface friction in SNOWTAM, each runway is divided into three sections of equal length referred to as A, B and C. Section A will always be the first third measured from the threshold having the lower designation number.

In landing instructions however, these sections will be referred to as the “first”, “second” or “third” parts of a runway seen in the direction of landing.

For measuring the depth of snow and associated standing water on the movement areas, an ordinary measuring rod will be used. On runways, measurement will be made at 300m intervals along the runway, at approximately 3m or that distance from the centreline of the runway at which most operations take place and

an average value will be calculated for each third of the runway and reported in millimetres.

Actions taken to maintain the usability of movement areas

The basic aim is to clean the runway up to the published runway width. The actual cleaned runway width may be less than the published width which may be included in SNOWTAM ITEM H).

Snow cleaning measures and assessments to improve RWYCC will be implemented and maintained as long as there is reported traffic and when weather and traffic conditions render this possible.

Closure of the runway or other movement area

For RWYCC 0 and 1 assessed by aerodrome operator, the suspension of operations on that runway shall be considered until corrective action has been taken to improve the runway surface conditions and an RWYCC of 2 or 3 be reported appropriately. In case of complete removal of a contaminant, the remedial action may result in higher RWYCCs being reported.

Note: A pilot report of runway braking action reported as LESS THAN POOR shall suspend the operations on that runway.

In case of RWYCC 0 and 1, the aerodrome operator shall issue a runway closure NOTAM.

Snow banks

Critical snow banks outside runway and taxiway will be reported if the height exceeds 60 cm. The lateral distance will be measured from the edge of the row of the runway lights and within a distance of 25, 20 or 15 m from the edge depending on whether the runway has got the runway reference code 4, 3, 2 or 1 respectively.

System and means of reporting

The necessary information for issuing SNOWTAM, will be forwarded via ATS units to the AFTN station.

Such information is meant to be passed, without delay, by the ATS unit to the aerodrome operator, as well as to the next arriving/departing aircraft, until the aerodrome operator issues a new RCR. Moreover, based on the GRF concept, the expression “significant runway surface conditions” should be understood as information concerning runway surface conditions which is received by the ATS unit, in the form of an RCR, or SNOWTAM

Contents and structure of ATIS broadcast.

In addition to the provisions in PANS-ATM and Annex 11, the ATIS message and its RCR content should as far as possible:

- The ATIS message and its RCR content should follow the order described in Annex 11
- Articulate the content of the RCR/SNOWTAM, excluding NR
- Reflect the runway in use (not the lowest runway designator of the RCR/SNOWTAM)
- Refer to first, second and third parts of the Runway. The first part always means the first third of the runway in the direction of landing or take-off
- Include both the performance content and situational awareness of RCR/SNOWTAM for both arrival and departure
- Announce RWYCC for the full runway, followed by contaminant coverage, depth and descriptor per runway third.
- Always announce contaminant coverage, depth and descriptor for each third, even if 2 or more thirds are the same
- Make reference to ‘upgrade’ or ‘downgrade’ after an RWYCC, if appropriate

ATIS Language

To help flight crew understand and extract information from an ATIS message containing RCR information, the ATIS phraseology should:

- Articulate RCR/SNOWTAM content
- Include the word “at” before any reference to time (RUNWAY nn, CONDITION REPORT AT 09:25)
- Include the phrase “runway condition report” to alert crew of upcoming content
- Use full words and terms such as “millimeters”, “percentage”
- Express RWYCC code as a plural (RUNWAY CONDITION CODES 2 2 4)
- The term “coverage”, “depth” and “contaminant” need not be articulated.

Example:

“TABRIZ INFORMATION OSCAR AT 0245. ILS APPROACH, RUNWAY IN USE 30R.

RUNWAY 30R CONDITION REPORT AT 0230, RUNWAY CONDITION CODES 5, 2, 4, DOWNGRADED, FIRST PART 100 PERCENT WET SECOND PART 50 PERCENT 4 MILLIMETERS SLUSH THIRD PART 50 PERCENT 3 MILLIMETERS SLUSH, RUNWAY WIDTH 35 METERS, SNOW BANK LEFT 20 METERS FROM CENTRELINE, APRON NORTH POOR.

TRANSITION LEVEL 130,”

SNOWTAM FORMAT

(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 ASSESMENT					(OPTIONAL GROUP)				
	S	W	*	*														<E(

SNOWTAM →	(Serial number)	<E
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Aeroplane performance calculation section			
(AERODROME LOCATION INDICATOR)	M	A)	<E
(DATE/TIME OF ASSESSMENT <i>(Time of completion of assessment in UTC)</i>)	M	B)	→
(LOWER RUNWAY DESIGNATION NUMBER)	M	C)	→
(RUNWAY CONDITION CODE (RWYCC) ON EACH -RUNWAY THIRD) <i>(From Runway Condition Assessment Matrix (RCAM) 0, 1, 2, 3, 4, 5 or 6)</i>	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) <i>(Observed on each runway third, starting from threshold having the lower runway designation number)</i> 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)	<E
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) <i>(If present, distance from runway centre line (m) followed by "L", "R" or "LR" as applicable)</i>	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 <i>Instructions for the completion of the SNOWTAM Format</i> , paragraph 1, item b).			

SIGNATURE OF ORIGINATOR (not for transmission)

INSTRUCTIONS FOR THE COMPLETION OF THE SNOWTAM FORMAT

GENERAL PROVISIONS

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)

1.1 Metric units shall be used in SNOWTAM and other units 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.

The maximum validity of SNOWTAM is 8 hours.

Note: 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.

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

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

1.4 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).

1.5 With reference to the SNOWTAM form, the letters used to indicate items (A to T; third column of the SNOWTAM form) are only used for reference purposes and shall not be included in the messages. The letters, M (mandatory), C (conditional) and O (optional) (second column of the SNOWTAM form) 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

1.6 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. **OI** = IRAN, **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 1

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**.

Note: Brackets in (BBB) are used to indicate that this group is optional.

Example: Abbreviated heading of SNOWTAM No.9 from MEHRABAD Airport, measurement/observation of 7 November at 0620 UTC:

SWOI0009 OIII 11070620

1.7 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**

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

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).

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])

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

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

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 (Doc.9981) 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 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) <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 temperature¹:</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 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

Item E — Percent 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.”

Note 4: 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 millimeters 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
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)

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

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.

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.

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: 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: 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: 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 AIP.

Example: **APRON 1 POOR.**

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

Note 1: According to CAO IRI ADR Regulations, this item is optional and may be reported if there is an established programme of runway friction measurement using a State-approved friction measuring device.

Note 2: In case measured friction coefficient is not reported, ‘NR’ is inserted for Item S.

Item T — plain language remarks.

SNOWTAM EXAMPLES

Example 1:

GG OIZZSAAA
170225 OIIXYNYX
SWOI0152 OITT 02170220
(SNOWTAM 0152
OITT

02170134 12R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH
02170220 12L 2/3/3 75/100/100 06/12/12 SLUSH/WET SNOW/WET SNOW 35

DRIFTING SNOW. RWY 12L LOOSE SAND. RWY 12R CHEMICALLY TREATED. TWY E POOR. TWY H POOR.)

Example 2:

GG OIZZSAAA
170229 OIIXYNYX
SWOI0151 OIII 02170135
(SNOWTAM 0151
OIII

02170055 11L 5/5/5 100/100/100 NR/NR/03 WET/WET/WET SNOW
02170135 11R 5/2/2 100/50/75 NR/06/06 WET/SLUSH/SLUSH

RWY 11L SNOW BANK R20 FM CL. RWY 11R ADJ SNOW BANKS. TWY B POOR. APRON NR2 POOR. MILITARY APRON POOR.)

Example 3:

GG OIZZSAAA
220322 OIIXYNYX
SWOI0181 OIBB 03220315
(SNOWTAM 0181
OIBB

03220235 13L 2/2/6 50/100/25 6/8/3 STANDING WATER/STANDING WATER/WET
03220315 13R 2/2/5 100/100/50 6/4/3 STANDING WATER/STANDING WATER/WET

APRON 1 FLOODED.)