SNOWTAM

austro CONTROL

Heading	FAX	05 / 1703 / 2056		
	DATE and TIME of FILING		ORIGINATOR	
Abbreviated Heading	SERIAL NUMBER S W L O		LOCATION INDICATOR	DATE / TIME OF ASSESSMENT

SNOWTAM	(SERIAL NUMBER)

Aeroplane performance calculation section

A)	AERODROME (4-letter ICAO Location Indicator)	
B)	DATE / TIME OF ASSESSMENT (Time of completion of assessment in UTC; month, day and time of assessment in eight digits)	
C)	LOWER RUNWAY DESIGNATION NUMBER	
D)	RUNWAY CONDITION CODE (RWYCC) on each runway third (from Runway Condition Assessment Matrix (RCAM): 0, 1, 2, 3, 4, 5 or 6).	...../...../.....

E) PER CENT COVERAGE for each runway third (only when RWYCC for each RWY third other than 6 and conditions other than DRY).	F) DEPTH (*mm*) OF LOOSE CONTAMINANT for each runway third (conditional field, see back page for details)	G) CONDITION DESCRIPTION over total runway length (Observed on each runway third, starting from threshold having the lower runway designation number.
...../...../.....	...../...../.....	1/3 / 2/3 / 3/3 — Checkmark the observed condition for each runway third:

1/3	2/3	3/3	
☐	☐	☐	COMPACTED SNOW
☐	☐	☐	DRY
☐	☐	☐	DRY SNOW
☐	☐	☐	DRY SNOW ON TOP OF COMPACTED SNOW
☐	☐	☐	DRY SNOW ON TOP OF ICE
☐	☐	☐	FROST
☐	☐	☐	ICE
☐	☐	☐	SLIPPERY WET
☐	☐	☐	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
☐	☐	☐	SPECIALLY PREPARED WINTER RUNWAY
☐	☐	☐	NOT REPORTED („NR")

☐	H)	WIDTH OF RUNWAY (*m*) to which the runway condition codes apply, checkmark and specify if less than published width,	

Situational awareness section

Optional items. Checkmark and complete as applicable, if this item is reported and shall be included in the SNOWTAM.

☐	I)	REDUCED RUNWAY LENGTH (*m*), if less than published length.	RWY ..... REDUCED TO ..... .
☐	J)	DRIFTING SNOW on the runway (when reported, insert lower runway designator and „DRIFTING SNOW").	RWY ..... DRIFTING SNOW .
☐	K)	LOOSE SAND on the runway (when reported, insert lower runway designator and „LOOSE SAND").	RWY ..... LOOSE SAND .
☐	L)	CHEMICAL TREATMENT (when reported, insert lower runway designator and „CHEMICALLY TREATED").	RWY ..... CHEMICALLY TREATED .
☐	M)	SNOWBANKS on the runway (if present, insert lower runway designator and „SNOW BANK" „L" or „R" or „LR" metres „FM CL" e.g. RWY 09 SNOW BANK R20 FM CL).	RWY ..... SNOW BANK ..... FM CL.
☐	N)	SNOWBANKS on a taxiway (if present, insert taxiway designator and „SNOW BANK").	TWY ..... SNOW BANK.
☐	O)	SNOWBANKS adjacent to the runway (when reported present penetrating the height profile in the aerodrome snow plan, insert lower runway designator and „ADJ SNOW BANKS").	RWY ..... ADJ SNOW BANKS.
☐	P)	TAXIWAY CONDITIONS (if conditions reported „POOR", insert TWY designator „POOR" or phrase „ALL TWYS POOR").	..... TWY..... POOR.
☐	R)	APRON CONDITIONS (if conditions reported „POOR", insert apron designator „POOR" or phrase „ALL APRONS POOR").	..... APRON..... POOR.
☐		Items of the situational awareness section repeated for additional runways, taxiways and aprons as applicable (if observed, insert item designator followed by the appropriate phrase).	
☐	T)	PLAIN-LANGUAGE REMARKS (use standardized text, if possible; in particular, insert phrases „UPGRADED", „DOWNGRADED" as well as information on uneven or asymmetrical runway contamination).	

ORIGINATOR'S CONTACT PHONE NUMBER		SIGNATURE OF ORIGINATOR	

Instructions for the completion of the SNOWTAM Format

General

a) The message header consists of the text „SNOWTAM“, followed by a space and the four-digit serial number, e.g. SNOWTAM 0015.

b) Information regarding syntax (spaces, line feeds, etc.) can be found in the Aeronautical Information Publication (AIP) Austria, AD 1.2 (Rescue and Fire Fighting Services and Snow Plan), Item 2.

c) The letters used to indicate items are only used for reference purpose and shall not be included in the message.

d) When reporting on more than one runway, repeat Items B) to H) (aeroplane performance calculation section) before the information in the situational awareness section. When different assessment times are reported, the latest assessment time shall be included in the abbreviated message header.

e) Mandatory items are: A) (Aerodrome Location Indicator), B) (Date and Time of Assessment), C) (Lower Runway Designator Number), D) (Runway Condition Code for each Runway Third) and G) (Condition Description for each Runway Third). Conditional items (i.e. mandatory, if the required conditions are observed) are: E) (Per Cent Coverage for each runway third) and F) (Depth of Loose Contaminant on each runway third). Items H) to T) are optional, i.e. if not observed, the item is not included in the message.

f) Metric units shall be used and the unit of measurement not reported.

g) The maximum validity of SNOWTAM is 8 hours. New SNOWTAM shall be issued whenever a new runway condition report is received, until the runway is no longer contaminated. When this situation occurs, the aerodrome operator shall issue an RCR that states that the runway is wet or dry as appropriate. A change in the runway surface condition used in the RCR is considered significant whenever there is any:

1) change in the runway condition code (RWYCC);
2) change in the contaminant type or reportable contaminant coverage requiring reclassification in Item E) (Per Cent Coverage);
3) change in contaminant depth by: 20mm for dry snow, 5mm for wet snow, 3mm up to 15mm for slush and standing water;
4) other information, which according to local knowledge are known to be significant, e.g. a pilot report of runway braking action.

h) A SNOWTAM cancels the previous SNOWTAM.

Items D), E), F) and G)

The total runway length shall be divided into thirds. For each runway third, as seen from the runway threshold having the lower runway designation number, information required in Items D), E), F) and G), separated by oblique strokes, shall be reported

D) Insert the Runway Condition Code (RWYCC) as determined via the Runway Condition Code Assessment Matrix (RCAM) for each runway third, beginning at the runway threshold having the lower runway designation number. Details see AIP Austria, AD 1.2.

E) Insert the extent of runway contamination in per cent for each runway third. When reporting, the most adverse contamination according to the following table shall be published:

Assessed: less than 10 ..... Reported %: NR; Assessed: 10 - 25 ..... Reported %: 25; Assessed: 26 - 50 ..... Reported %: 50;
Assessed: 51 - 75 ..... Reported %: 75; Assessed: 76 – 100 ..... Reported %: 100

This information is provided only when the RWYCC for each runway third has been reported as other than 6 and there is a condition description for each runway third that has been reported other than DRY. When the conditions are not reported, insert „NR“ for the appropriate runway third(s).

F) Insert the mean depth of loose runway contamination in mm with 2- or 3-digits. This information is only provided for the contamination types: DRY SNOW, WET SNOW, SLUSH and STANDING WATER. Values to be reported are: 04=4mm for STANDING WATER, 03=3mm for SLUSH, 03=3mm for WET SNOW and 03=3mm for DRY SNOW. At mean depths above these values, an assessed value should be reported. When the conditions are not reported, insert „NR“ for the appropriate runway third(s). All entries shall refer to the appropriate runway third. When the depth of the contaminants varies significantly within a runway third, additional information shall be given in Item T) (Plain-language remarks).

G) Checkmark the appropriate condition descriptor signifying the reported runway condition for each runway third as seen from the threshold with the lower designation number. When the conditions are not reported, this will be signified by „NR“ for the appropriate runway third(s).

Reporting of ‚slippery wet‘ runway

A wet runway whose surface friction characteristics have been determined to be degraded for a significant portion of the runway and do not conform to the minimum surface friction level required shall be reported as SLIPPERY WET. The runway condition code for this runway third shall be reported not better than 3. In addion, the exact position of the respective runway part must be published via NOTAM.

Contamination type ‚specially prepared winter runway‘

The contamination type ‚specially prepared winter runway‘ shall be reported for runways that have been treated with an appropriate procedure to ensure safe operations on the contaminated runway. ‚Specially prepared winter runways‘ are subject to prior authorisation by BMK IV/L3.

Reduced Runway Dimensions (Items H) and I))

These items shall only be reported when part of the total runway length or runway width according to the approved and published runway dimensions is cleared and operational, i.e., the actual situation shall be reported. The runway clearing shall commence from the threshold reported in the SNOWTAM. Runway lights must not be obscured when the runway is cleared. If runway lights are obscured while the clearing is in progress, information shall be included in Item T) (Plain-language remarks). If the cleared runway width is not symmetrical along the centre line, additional information shall be given in Item T) (Plain-language remarks).

Optional Items (H) to T))

Items H) to T) are optional. Elements in this section for which no information exists, or where the conditional circumstances for publication are not fulfilled, are left out completely. Checkmark the appropriate item if this element is observed and shall be included in the SNOWTAM message. Insert details in the appropriate phrase field at the right-hand side.

Situational awareness section (Items I) to T))

- Items I) to T) of the situational awareness section are optional. Elements in this section for which no information exists, or where the conditional circumstances for publication are not fulfilled, are left out completely. If an item in this section has been observed in more than one condition, e.g. for more than one runway /taxiway, repeat the item in the repetition field below item R) giving the item designator as prefix. See AIP Austria AD 1.2 for message syntax.
- Each element and each repetition of an element in the situational awareness section ends with a full stop, e.g. TWY K SNOW BANK. TWY A SNOW BANK. RWY 09 ADJ SNOW BANKS. TWY J POOR.

I) When only part of the total runway length is cleared and operative as published, insert lower runway designation number and available runway length in metres (m). Information regarding the inoperative part of the runway as well as the estimated time of further clearing shall be reported in Item T).

N), P) Publication via SNOWTAM is required primarily for major taxiways that are connected to the runway.
In case of different conditions on the taxiways, repeat Item N) or P) as often as necessary using the repetition field below Item R) giving the item designator as prefix.

T) Insert operationally important information in english language, using standard phraseology as far as possible, in particular:

a) Downgrading or Upgrading of the runway condition code (RWYCC); insert phrase “RWY nn UPGRADED.“ or “RWY nn DOWNGRADED.“

b) Information on the estimated time of completion of snow removal on the runway, e.g.: “FURTHER CLEANING COMPLETED AT hhmmZ.“

c) Information on obscured runway lights, e.g.: “TWY CLL PARTLY OBSCURED.“

d) Significantly varying depth of runway loose contaminant within a runway third, e.g.: “RWY 16 1ST 3RD DRY SNOW MEAN DEPTH BETWEEN 4 MILLIMETERS AND 7 MILLIMETERS.“

e) Cleared runway width not symmetrical along the centre line (Item H)), e.g.: “RWY 17C 1ST 3RD CLEARED LEFT 20 METERS AND RIGHT 15 METERS FROM CENTERLINE.“ .

f) Information on that part of the runway that is not cleared and not operational, e.g.: “LAST 300 METERS OF RWY 16 COVERED WITH 35 MILLIMETERS SLUSH.“

g) Information on chemicals used for runway-deicing, if not published in AIP: “RWYS CHEMICALLY TREATED WITH... .“ or e.g. "RWY 08 SANDED.“