

AERONAUTICAL INFORMATION CIRCULAR Y 081/2016

UNITED KINGDOM



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Operational

Cancellation

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GUIDANCE FOR THE COMPLETION, DISTRIBUTION AND ACCESS OF SNOWTAM

1 General

- 1.1 The information contained in this AIC supplements SNOW PLAN information in the AD 1.2 Section of the UK AIP.

2 UK SNOWTAM Generation

- 2.1 UK Aerodrome Operators/ATSUs responsible for the origination of SNOWTAM shall transmit their SNOWTAM proposals to the AFTN Address **EUECYIYS**. On satisfactory completion, the SNOWTAM is automatically transmitted by AFTN to the same list of recipients that receive NOTAM for that Aerodrome.
- 2.2 Guidance material produced by Eurocontrol, describing the format to be used for origination of SNOWTAM is available from this link. <http://www.eurocontrol.int/publications/snowtam-harmonisation-guidelines-edition-20>
- 2.3 It is essential that the message formats described in the Eurocontrol guidance material is adhered to, as deviation from the guidelines may result in the rejection of the message.

3 SNOWTAM Distribution

- 3.1 Requests to amend the AFTN distribution lists used for NOTAM/SNOWTAM shall be directed to the UK AIS NOTAM Office using email address: eg_notamprop@ead.eurocontrol.int
- 3.2 UK and Internationally distributed SNOWTAM can be accessed through the AIS website www.ais.org.uk

4 Foreign SNOWTAM

- 4.1 SNOWTAM originating from overseas aerodromes are normally distributed by the AIS within the country of origin. Operators that wish to obtain SNOWTAM by AFTN from foreign aerodromes should contact the AIS of that country.
- 4.2 Contact details for foreign AIS are available from the Eurocontrol website using this link: <http://www.eurocontrol.int/articles/ais-online>

SNOWTAM FORMAT

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)			
	(DATE AND TIME OF FILING)		(ORIGINATOR'S INDICATOR)		
(Abbreviated heading)	(SERIAL NUMBER) S W E G	(LOCATION INDICATOR) E G	DATE/TIME OF OBSERVATION		(OPTIONAL GROUP)

SNOWTAM	(Serial number)																									
(AERODROME LOCATION INDICATOR)		A)	E G																							
(DATE/TIME OF OBSERVATION <i>(Time of completion of measurement in UTC)</i>)		B)																								
(RUNWAY DESIGNATORS)		C)																								
(CLEARED RUNWAY LENGTH, IF LESS THAN PUBLISHED LENGTH <i>(m)</i>)		D)																								
(CLEARED RUNWAY WIDTH, IF LESS THAN PUBLISHED WIDTH <i>(m; if offset left or right of centre-line add 'L' or 'R')</i>)		E)																								
(DEPOSITS OVER TOTAL RUNWAY LENGTH <i>(Observed on each third of the runway, starting from threshold having the lower runway designation number)</i> NIL - CLEAR AND DRY 1 - DAMP 2 - WET or water patches 3 - RIME OR FROST COVERED <i>(depth normally less than 1 mm)</i> 4 - DRY SNOW 5 - WET SNOW 6 - SLUSH 7 - ICE 8 - COMPACTED OR ROLLED SNOW 9 - FROZEN RUTS OR RIDGES		F)																								
(MEAN DEPTH <i>(mm)</i> FOR EACH THIRD OF TOTAL RUNWAY LENGTH)		G)																								
(FRICTION MEASUREMENT ON EACH THIRD OF RUNWAY AND FRICTION MEASURING DEVICE) <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">MEASURED OR CALCULATED COEFFICIENT</td> <td style="width: 10%; text-align: center;">or</td> <td style="width: 60%;">ESTIMATED BRAKING ACTION</td> </tr> <tr> <td>0.40 and above</td> <td></td> <td>GOOD - 5</td> </tr> <tr> <td>0.39 to 0.36</td> <td></td> <td>MEDIUM/GOOD - 4</td> </tr> <tr> <td>0.35 to 0.30</td> <td></td> <td>MEDIUM - 3</td> </tr> <tr> <td>0.29 to 0.26</td> <td></td> <td>MEDIUM/POOR - 2</td> </tr> <tr> <td>0.25 and below</td> <td></td> <td>POOR - 1</td> </tr> <tr> <td>9 - unreliable</td> <td></td> <td>UNRELIABLE - 9</td> </tr> </table> <i>(When quoting a measured coefficient use the observed two figures, followed by the abbreviation of the friction measuring device used. When quoting an estimate use single digits)</i>		MEASURED OR CALCULATED COEFFICIENT	or	ESTIMATED BRAKING ACTION	0.40 and above		GOOD - 5	0.39 to 0.36		MEDIUM/GOOD - 4	0.35 to 0.30		MEDIUM - 3	0.29 to 0.26		MEDIUM/POOR - 2	0.25 and below		POOR - 1	9 - unreliable		UNRELIABLE - 9	H)			
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0.25 and below		POOR - 1																								
9 - unreliable		UNRELIABLE - 9																								
(CRITICAL SNOWBANKS <i>(If present, insert height (cm)/distance from the edge of runway (m) followed by 'L', 'R' or 'LR' if applicable)</i>)		J)																								
(RUNWAY LIGHTS <i>(If obscured, insert 'YES' followed by 'L', 'R' or both 'LR' if applicable)</i>)		K)																								
(FURTHER CLEARANCE <i>(If planned, insert length (m)/width (m) to be cleared or if to full dimensions, insert 'TOTAL')</i>)		L)																								
(FURTHER CLEARANCE EXPECTED TO BE COMPLETED BY (UTC))		M)																								
(TAXIWAY <i>(If no appropriate taxiway is available, insert 'NO')</i>)		N)																								
(TAXIWAY SNOWBANKS <i>(If more than 60 cm, insert 'YES' followed by distance apart, (m))</i>)		P)																								
(APRON <i>(If unusable insert 'NO')</i>)		R)																								
(NEXT PLANNED OBSERVATION/MEASUREMENT IS FOR) <i>(month/day/hour in UTC)</i>		S)																								
(PLAIN LANGUAGE REMARKS <i>(including contaminant coverage and other operationally significant information, e.g. sanding, deicing)</i>)		T)																								

NOTES 1 Information on other runways, repeat from C to P
 2 Words in brackets () not to be transmitted