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EUROCONTROL Guidelines

SNOWTAM
Harmonisation Guidelines

Cooperative Network Design

EUROCONTROL

EUROPEAN ORGANISATION
FOR THE SAFETY OF AIR NAVIGATION

EUROCONTROL

SNOWTAM Harmonisation Guidelines

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Abstract

The objective of the SNOWTAM harmonisation guidelines is to assist originators and NOTAM offices in adhering to the ICAO SNOWTAM syntax.

Keywords

SNOWTAM	Format	Harmonisation	Syntax
ICAO Annex 15	ICAO Doc 8126		

Authors

Eduard Porosnicu (EUROCONTROL), Åsa Standar (EUROCONTROL)

Contact(s) Person	Tel	Unit
Åsa Standar	+32-2-7293186	CND/CoE/IM/AIM

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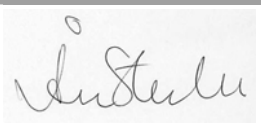
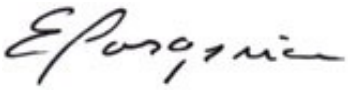
Author	 Åsa Standar EUROCONTROL	24 September 2010
Author, Task Manager	 Eduard Porosnicu EUROCONTROL	24 September 2010
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Publications

EUROCONTROL Headquarters

96 Rue de la Fusée

B-1130 BRUSSELS

Tel: +32 (0)2 729 4715

Fax: +32 (0)2 729 5149

E-mail: publications@eurocontrol.int

Contents

INTRODUCTION

The need for SNOWTAM encoding guidelines was identified by Eurocontrol during the execution of the Digital SNOWTAM Trial.

The automatic analysis of the incoming SNOWTAM messages showed that many originators and NOTAM offices have difficulties in adhering to the ICAO SNOWTAM syntax, especially for States that only occasionaly issue such messages.

In order to support the States improve their SNOWTAM encoding, Eurocontrol has with the support of the AI Operations Subgroup members and approval by the AI Team developed a set of SNOWTAM harmonisation guidelines.

The purpose of this document is to provide guidance to NOTAM operators and airport managers in correctly filling the various fields of the SNOWTAM message.

The guidelines do not contradict at any point the ICAO SARPS contained in Annex 15 and in the AIS Manual ICAO Doc 8126. They do not contradict either the Eurocontrol OPADD document. Instead, these guidelines repeat and expand the ICAO SARPS with examples and suggestions based on real world "contamination" situations.

The document deals only with the syntactical correctness of the SNOWTAM messages. It does not provide operational guidelines, such as those provided by ICAO Annex 15, Appendix 2, item 1.d or by other ICAO or Regional documents and circulars.

CHAPTER 1 – General SNOWTAM encoding guidelines

1.1 The minimal SNOWTAM message

Although there are no "mandatory" fields in a SNOWTAM message, any SNOWTAM message needs to contain some minimal information in order to make sense for the recipients. This includes the airport identifier, the date and time when the contamination on the runway was measured/estimated, the runway identifier(s), the contaminant and the friction coefficient.

Here are two examples of minimal SNOWTAM messages, showing the contamination status:

No contamination

Example: RWY 02/20 at EABB is clear, friction coefficient is good.

```
A)EABB
B)12220945
C)02
F)NIL/NIL/NIL
H)5/5/5
```

Surface contamination exists and friction coefficient varies

Example: RWY 02/20 at EABB is contaminated with 10 mm of slush, friction coefficient is poor on all runway thirds.

```
A)EABB
B)12220945
C)02
F)6/6/6
G)10/10/10
H)1/1/1
T)CONTAMINATION 100 PERCENT ALL SURFACES.
```

1.2 English text

As for NOTAM in general, SNOWTAM intended for international distribution shall include English text for those parts expressed in plain language.

1.3 No empty fields

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 1.b)	"Items together with their indicator must be dropped completely, where no information is to be included"

It is wrong to send SNOWTAM messages with empty fields when there is no information for that field. This can trigger parsing problems for the recipient system that try to automatically decode the information, because an empty field needs to be treated as an "exception".

Not an Example: This SNOWTAM message is structured incorrectly:

A)EADD
B)12220945
C)02
D)
E)
F)1/1/1
G)XX/XX/XX
H)5/5/5
J)
K)
L)
M)
N)6
P)
R)6
S)
T)

1.4 Repeat fields C to P for each runway

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 1.a)	"When reporting on two or three runways, repeat items C to P inclusive"

Example: There should be a true repetition of these fiels, as in the example below.

A)EADD
B)12220945
C)08L
F)5/5/5
G)2/2/3
H)2/1/1
N)5
C)08R
F)1/1/1
G)XX/XX/XX
H)5/5/5
N)5
S)12221145
T)RUNWAY 08L CONTAMINATION 100 PERCENT.
RUNWAY 08R CONTAMINATION 100 PERCENT - WET DUE TO CHEMICAL SPRAYING.
ALL TWYS AND APRONS CONTAMINATED AT 100 PERCENT.

Do not use column alignment, because this is not a correct repetition of the C)...P) sequence of fields and could cause major parsing problems for the recipient.

Not an Example: This SNOWTAM message is structured incorrectly:

A)EADD
B)12220945
C)08L C)08R
F)5/5/5 F)1/1/1
G)2/2/3 G)XX/XX/XX
H)2/1/1 H)5/5/5
N)5 N)5
S)12221145
T)RUNWAY 08L CONTAMINATION 100 PERCENT.
RUNWAY 08R CONTAMINATION 100 PERCENT - WET DUE TO CHEMICAL SPRAYING.
ALL TWYS AND APRONS CONTAMINATED AT 100 PERCENT.

1.5 Several fields on a single line

It is OK to group several fields on a single line.

Example: For example, for readability purposes, the Fields C to P are sometimes typed on a single line, especially when multiple runways are involved

A)EADD
B)12220945
C)08L F)5/5/5 G)2/2/3 H)2/1/1 N)5
C)08R F)1/1/1 G)XX/XX/XX H)5/5/5 N)5
S)12221145
T)RUNWAY 08L CONTAMINATION 100 PERCENT.
RUNWAY 08R CONTAMINATION 100 PERCENT - WET DUE TO CHEMICAL SPRAYING.
ALL TWYS AND APRONS CONTAMINATED AT 100 PERCENT.

1.6 Runway closed

The event that a runway is closed should be published as a separate NOTAM for the airport concerned. However, some States have the need to provide this information also in the SNOWTAM message, when it is related to contamination of the runway. The current ICAO instructions for completion of the SNOWTAM format do not specify how to communicate that a runway is closed due to snow/ice/water/... contamination. Various solutions are used in SNOWTAM messages issued by different States.

There are several options in improving the SNOWTAM messages to include runway-closed-information, within the current Item-fields. This requires a change proposal to the ICAO format.

Awaiting the ICAO clarification, the recommended place for runway closed due to contamination in the SNOWTAM is in item T), described in plain language.

Example: The format of the SNOWTAM should be followed with the appropriate fields filled in. In this example, at completion of the observation both RWY 09 and 27 is closed, stated in Item T

A)EAVV
B)12180715
C)09
F)4/4/4
G)50/50/50
H)1/1/1
T)RWY 09/27 CLOSED

Not an Example: When informing about a runway closed in Item T), also include Item C) to indicate which runway it concerns. The SNOWTAM does not replace a NOTAM for this airport information

A)EADD
B)1217200
T)RWY CLSD DUE TO SNOW

1.7 SNOWTAM numbering

As for NOTAM in general, it is recommended also for SNOWTAM to adopt a numbering sequence starting at the beginning of the year. However, some States have adopted their yearly numbering sequence starting at the beginning of the winter season, based on local conditions.

1.8 SNOWTAM validity

The maximum validity of a SNOWTAM is 24 hours, with reference to the date/time of observation, visual in item B) for the user.

A new SNOWTAM shall be issued when there is a change in conditions, which are significant for operations. ICAO Annex 15/Doc 8126 are listing the changes relating to runway conditions that are considered significant.
The ICAO instruction does not state that a new SNOWTAM shall be issued only when changes in values are causing worse conditions. It is also important to issue a new SNOWTAM when changes in runway conditions are improved, and not to leave a SNOWTAM valid with information that may restrict usage of the airport.

Some States publish in their seasonal snow plan (in AIP, AIP SUP or AIC) the intervals for when SNOWTAM is issued during the winter season.

1.9 Correction of an issued SNOWTAM

For the SNOWTAM message, the practice of replacement NOTAM (NOTAMR) does not apply. In case of the need to correct an issued SNOWTAM, the corrected message shall be sent with the same serial number as the incorrect SNOWTAM, and with the letters " COR " inserted in the Optional Group in the Abbreviated Heading.

CHAPTER 2 – SNOWTAM fields

2.1 Item A) - aerodrome location indicator

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 2)	"Aerodrome location indicator (four-letter location indicator)"

2.2 Item B) - observation date & time

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 3)	"Eight-figure date/time group - giving time of completion of measurement as month, day, hour and minute in UTC"

Example: The date/time group in item B) shows that the latest measurement was completed at 0945 UTC, on the 22nd of December

B)12220945

Not an Example: In the example, the Item B) is repeated for observations on runway 01R

A)EADD
B)10201056 C)01L F)5/5/5 H)2/1/1
B)10200751 C)01R F)1/1/1 H)5/5/5

Some States receive through their automated measurement systems the individual observation times for each runway, which for a larger airport could be important information. The repeated Item B) is automatically part of the SNOWTAM message. As the development of aeronautical information strives to be more automated and used from the source of information, the repeated Item B) could be a suggested improvement area of the ICAO SNOWTAM format.

2.3 Item C) - runway designator

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 4)	"Lower runway designator number"

Example: Only one runway designator shall be inserted in the format, and always the lowest number. The lower runway designator is indicated even if the runway conditions are established from the designator with the higher number and/or RWY in-use is normally the runway with the higher number.

C)01L

Not an Example: This SNOWTAM message is structured incorrectly,with both runways inserted in item C

C)10/28

Not an Example: And here is another one...with the higher designator inserted, but also repeated for each third

C)28L/28L/28L

Not an Example: And this one is missing Item C), leaving out for which runway the information concerns

A)EAFF
B)12180455
F)8/8/8
H)1/1/1

2.4 Item D) - cleared runway length

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 5)	"Cleared runway length in metres if less than published length (see item T on reporting on part of runway not cleared)"

Example: Insert the number of metres that is cleared, indicating a reduced cleared length of the runway. Information on part of the runway that is not cleared, including *which* part it is that is not cleared, is done in Item T

D)2000

Not an Example: Do not insert free text about the status of the cleared runway in Item D. If the whole runway length is cleared, Item D) shall be left out

D)FULL

D)ALL RUNWAY

Not an Example: In this example, the value in Item D) is the published runway length. As in the examples above, if the whole runway length is cleared, Item D) shall be left out.

D)3100

2.5 Item E) - cleared runway width

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 6)	"Cleared runway width in metres, if less than published width; if offset left or right of centre line, add L or R, as viewed from the threshold having the lower runway designation number"

Example: Insert the number of metres that is cleared, indicating a reduced cleared width of the runway

E)20

Example: The example below shows that the runway is cleared 20 metres of the total width. It is the right side of the centerline that is cleared, as viewed from the threshold with the lower designation number. The letter R follows the numbers in metres without a blank, similar to the format of runway designators

E)20R

Not an Example: Only the value of cleared width shall be inserted in Item E) - leave the unit (meter) out

E)10M

Not an Example: In this example, the value inserted in Item E)is the published runway width. If the whole runway width is cleared, Item E) shall be left out

E)45

2.6 Item F) - deposits over total runway length

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 7)	"Deposit over total runway length, observed on each third of the runway, starting from threshold having the lower runway designation number. Suitable combinations of the numbers (as explained in the SNOWTAM Format) may be used to indicate varying conditions over runway segments. If more than one deposit is present on the same portion of the runway, they should be reported in sequence from the top to the bottom. Drifts, depths of deposit appreciably greater than the average values or other significant characteristics of the deposits may be reported under item T, in plain language"

Example: The example below shows that wet snow (5) is contaminating the first third of the runway, seen from the threshold with the lower designation number. The second and third part have slush (6). The values are also valid for the runway with the higher designation number, where the first and second thirds deposit is slush (6) and the third part is wet snow (5)

F)5/6/6

Example: When reporting of more than one deposit-type for each third, the first number in sequence shall be the upper deposit type. In the example in Item F), the first and third parts have deposit ice (7) closest to runway and compacted or rolled snow (8) on top.

F)87/7/87

Not an Example: The values in Item F) shall be separated by a / (slash) and not by space or a hyphen.

F)4 4 4

F) 4-4-4

Not an Example: This SNOWTAM message is structured incorrectly. The values for *all* three thirds shall be inserted in Item F, even if the values are the same for each third

F)5

Not an Example: This is a creative way of informing that all three thirds of the runway is clear and dry, but unfortunately not correct syntax. NIL should be inserted three times, separated with a / (slash)

F)N/I/L

2.7 Item G) - mean depth deposit for each third of total runway length

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 8)	"Mean depth in millimetres deposit for each third of total length, or 'XX' if not measurable or operationally not significant; the assessment to be made to an accuracy of 20 mm for dry snow, 10 mm for wet snow and 3 mm for slush"

Example: The example below shows that the depth of the deposit is 20 mm for each third of the runway

G)20/20/20

Example: The example below shows that the depth of the deposit is not measurable or operationally not significant

G)XX/XX/XX

Not an Example: The values for the deposit depth shall be repeated for each runway third, even if they are the same. This is an example of incorrect content for field G

G)20

Not an Example: The values NIL shall not be used. If there are no values for the deposit depth, leave the item out or use XX/XX/XX. This is an example of incorrect content for field G.

G)NIL/NIL/NIL

2.8 Item H) - friction measurements and friction measurement device

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 9)	"Friction measurements on each third of the runway and friction measuring device. Measured or calculated coefficient (two digits) or, if not available, estimated surface friction (single digit) in the order from the threshold having the lower runway designation number. Insert a code 9 when surface conditions or available friction measuring device do not permit a reliable surface friction measurement to be made. The measured coefficient shall be followed by the abbreviation of the friction measuring device used, as specified in ICAO Annex 15, Appendix 2, item 9. If other equipment is used, specify in plain language."

Example: The example below shows the measured or calculated coefficient for each third of the runway, the values separated with a / (slash). The values are followed by the measuring device used, with the ICAO-abbreviation of Surface friction tester (high-pressure tire), separated by a blank (space)

H)37/32/36 SFH

Example: This example shows the estimated surface friction for each third of the runway, indicating that the friction is GOOD for the first third, and MEDIUM to GOOD for the second and third parts. The values are separated with a / (slash).

H)5/4/4

Example: In this example, the friction measuring device used was not one in the types listed by ICAO. The equipment used is specified in plain language, after the measured coefficients. The measuring equipment used can also be specified in Item T).

H)35/32/36 CAR

Example: In case of that friction values are not received from the airport for all three parts of the runway , XX can be used to indicate the missing value. However, for the aircraft operator incomplete friction values make little sense, unless the runway length is sufficiently long to be used for the indicated parts.

H)35/XX/43

Not an Example: This is an incorrect syntax in Item H). If friction values are unavailable for all three parts, do not leave an empty value.

H)45/43

Not an Example: This is an incorrect syntax in Item H). The measured value shall not include the 0 or a decimal in front of the friction coefficient. Only the observed two figures shall be inserted

H)0.37/0.39/0.32

Not an Example: This example has also an incorrect syntax in Item H). The estimated value shall not be expressed in wording, but only as the equivalent single digit.

H)GOOD/GOOD/GOOD

Not an Example: And here is another one... The values shall be inserted for all three thirds of the runway, even if the values are the same. And as above, a single digit shall be used for the estimated value.

H)GOOD

Not an Example: These examples show incorrect separators between the values. The first one is using space instead of a / (slash). The correct way should be H)35/32/36 SKH. The second example has added a / slash between the third value and the measuring device. There correct way is to have a space there: H)50/52/55 SFL.

H)35 32 36 SKH

H)50/52/55/SFL

Not an Example: This one has included the measuring device for each third value. The correct way should be H)58/57/50 SKH.

H)58SKH/57SKH/50SKH

Not an Example: Here, the measured or calculated coefficients are expressed as intervals. When quoting a measured coefficient, the observed two figures shall be inserted.

H)20-50/20-50/20-50 TAP

2.9 Item J) - critical snowbanks

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 10)	"If critical snowbanks are present, insert height in centimetres and distance from the edge of runway in metres, followed by left (L) or right (R) side or both sides (LR), as viewed from the threshold having the lower runway designation number"

The identification and reporting of critical snowbanks lies within the responsibility of the aerodrome authority. In some cases, States publish their procedures in their seasonal snowplans:

Critical snowbanks 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 to 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. (Ref AIC A SWEDEN 9/2009 5 NOV)

Example: The example below shows that there are snowbanks 60 cm high adjacent to the runway, at a distance of 15 metres from the edge. The snowbanks are situated on the left hand side of the runway, as viewed from the threshold with the lower designated number. Note that there is no blank (space) between the last value and the LR indicator

J)60/15L

Not an Example: In the example, a decimal in the value for the distance from the edge is include. Decimals are not allowed, so round-down to the nearest whole number. We propose a round-down, not a round-up, because such snow banks are normally situated outside the usable runway. The round-down will put the snow bank in the least favourable position.

J)30/23,5 LR

Example: If the snowbanks are just next to runway (closer than 1 meter), insert the value "0" to comply the normal syntax of this field. Do not leave the value empty.

J)60/0L

2.10 Item K) - runway lights

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 11)	"If runway lights are obscured, insert YES followed by L, R or both LR, as viewed from the threshold having the lower runway designation number"

Example: The YES in the example below indicates that the runway lights are obscured. It is the lights on the right side of the runway that are effected, as viewed from the threshold with the lower designation number.

K)YES R

Not an Example: In this example, it says the lights are obscured on both sides of the runway, but the order of the letters are wrong. They should be reversed, starting with L (left).

K)YES RL

2.11 Item L) - further clearance

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 12)	"When further clearance will be undertaken, enter length (m)and width (m) of runway or TOTAL if runway will be cleared to full dimensions"

Example: The first example shows that further clearance will be made of the TOTAL length and width of the runway. The second example shows that further clearance will be made on 2500 metres of length, and 45 metres of width. The anticipated time of when the clearance is completed is found in Item M).

L)TOTAL

L)2500/45

Not an Example: The values for further cleared runway length and width shall not be separated with space, but with a /(slash).

L)2000 45

2.12 Item M - further clearance expected to be completed ... (UTC)

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 13	"Enter the anticipated time of completion in UTC"

Example: Item M) relates to Item) L, and indicates the time when the further clearance of the runway (length and width) is expected to be completed, expressed as a hhmm in UTC.

M)1300

2.13 Item N) - taxiway

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 14	"The code for Item F may be used to describe taxiway conditions; enter NO if no taxiways serving the associated runway are available"

There is a wide variety in how Item N) is filled in by different States. ICAO's instructions only request the contaminant to be provided or the word "NO" if no taxiways are available serving that runway.

Example: Basic example of item N, just the contaminant for the taxiways

N)5

Example: If all taxiways are unusable, use the word NO in item N => no taxiways serving the associated runway are available

N)NO

Many States inform not only of the deposit of the taxiways, but also on surface friction. For a larger airport with a number of taxiways serving the runway, the report can be rather detailed. The examples below provide suggestions for harmonising the syntax used in item N. In particular, these formats are understood by the digital SNOWTAM Trial application.

Example: This example is valid when the information is applicable for all TWYs serving the runway. It has the syntax: *deposit-type number(as in Item F)/estimated surface friction value*. The taxiway designator does not need to be included.

N)2/POOR (Meaning that taxiway(s) are wet/surface friction is poor)

N)NIL/GOOD (Meaning no contamination/surface friction is good)

Example: This example is valid when information is available for individual taxiways serving the runway. The syntax is: *TWY designator/deposit-type number/estimated surface friction value*. Separate information-groupings with comma.

N)A1/2/POOR, B1/4/GOOD, C1/NIL/GOOD

N)A1/2, A2/5/POOR)

Example:This compressed syntax can be used if there are groups of taxiways with the same values of contamination and surface friction: Separate the taxiways with space

N)A1 B2 C/2/POOR

N)A1 B2 C/NIL/GOOD

Taxiways closed: As for runways closed, the recommended place for informing about closed taxiways due to contamination is in Item T), described in plain language.

2.14 Item P) - taxiway snowbanks

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 15)	"If applicable (if more than 60 cm high), enter YES followed by the lateral distance (apart) in metres"

Example: The example below shows that there are snowbanks on the taxiway(s) higher than 60 cm (YES). The number indicates the distance between the snowbanks in metres.

P)YES5

This item refers to the taxiway that serves the runway in Item C). The current syntax does not allow to distinguish which taxiway that contains the snowbanks, in case there are more than one taxiway serving the runway. This is an area of improvement.

2.15 Item R) - apron

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 16)	"The code for Item F may be used to describe apron conditions; enter NO if the apron is unusable"

As for Item N), there is a wide variety in how Item R) is filled in by different States. ICAO's instructions only request information about the contaminant to be published in field R.

Example: Basic example of item R, just the contaminant for the aprons

R)5

Example: If all aprons are unusable, use the word NO in item R

R)NO

Many States inform not only about the deposit on the apron, but also about the surface friction coefficient. For a larger airport with a significant number of aprons, the report can be rather detailed. The examples below provide suggestions for harmonising the syntax used in item R. In particular, these formats are understood by the digital SNOWTAM Trial application.

Example: This example is applicable when the information is the same for all aprons serving the runway. It has the syntax: *deposit-type number(as in Item F)/estimated surface friction value*. The APORN designator does not need to be included

R)2/POOR (Apron(s) are wet/surface friction is poor)

R)NIL/GOOD (no contamination/surface friction is good)

Example: This example is applicable when information is provided for individual aprons serving the runway. The syntax is: *APRON designator/deposit-type number/estimated surface friction value*. Separate the information about each apron with comma.

R)B-SOUTH/2/POOR, B-NORTH/39/GOOD

R)CARGO/379, MIL/5/POOR)

Example: This compressed syntax can be used if there are groups of aprons with the same values of contamination and surface friction: Separate the apron designators with space

R)B-SOUTH B-NORTH MIL/2/POOR

R)HANGAR CARGO B-NORTH/NIL/GOOD

Apron closed: As for runways and taxiways closed, the recommended place for informing about closed aprons due to contamination is in Item T), described in plain language.

2.16 Item S) - next planned observation/measurement

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 17)	"Enter the anticipated time of next observation/measurement (month/day/hour)in UTC"

Example: Next observation/measurement is anticpated on the 24th of December at 0800 UTC.

S)12240800

Not an Example: The syntax for the time of next measurement is mmddhhmm, which makes 8 digits. Do not forget to start with the month/day digits. This is an example of wrong content for field S:

S)1300

Not an Example: The syntax for the time of next measurement is mmddhhmm, which makes 8 digits. Do not insert the year. This is an example of wrong content for field S:

S)0912171300

2.17 Item T) - plain-language remarks

ICAO SARPS	Instruction
Annex 15, Appendix 2, item 18)	"Describe in plain language any operationally significant information but always report on length of uncleared runway (Item D) and extent of runway contamination (Item F) for each third of the runway (if appropriate) in accordance with the following scale: Runway contamination 10%, if less than 10% of runway contaminated. Runway contaminated 25%, if 11-25% of runway contaminated. Runway contamination 50%, if 26-50% of runway contaminated. Runway contaminated 100%, if 51-100% of runway contaminated"

Example: Exemple of information of uncleared runway, related to information in Item D)(e.g 2000), in the same SNOWTAM.

T)THIRD PART FM THR 04 NOT CLEARED

Example: Exemple of information related to Item F), for contamination on runways, taxiways and aprons

T)RWY 01L CONTAMINTION 100 PER CENT, RWY 01R CONTAMINATION 50 PER CENT, TWYS CONTAMINATION 50 PER CENT, APRONS CONTAMINATION 50 PER CENT

Example: Informaton on clearing status can be inserted

T)DEICING USED ON RWY 01L

Example: Example of information of closed runways, taxiways or aprons due are closed, due to contamination.

T)RWY 01R, TWY A1, B2 and APRON CARGO CLSD

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