II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) 2022/938

of 26 July 2022

amending Implementing Regulation (EU) 2017/373 as regards the requirements for aeronautical data catalogue and aeronautical information publication

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 ([1]), and in particular of Article 43(1), points (a) and (f), and Article 62(15), points (a) and (c)thereof,

Whereas:

(1) Commission Implementing Regulation (EU) 2017/373 ([2]) lays down common requirements for providers of air traffic management/air navigation services (ATM/ANS) and other air traffic management network functions for general air traffic and their oversight.

(2) On 8 June 2020, the International Civil Aviation Organization (ICAO) adopted Amendment 1 to the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), introducing new provisions concerning the content and structure of the aeronautical information publication (AIP), and the aeronautical data catalogue, applicable in the ICAO Contracting States as of 4 November 2021. Those provisions should be reflected in Implementing Regulation (EU) 2017/373, and in particular in the common requirements for service providers set out in Annex III (Part-ATM/ANS.OR) and in the specific requirements for the providers of aeronautical information services set out in Annex VI (Part-AIS) to that Implementing Regulation.

(3) One of the elements necessary for the implementation of the concept of all-weather operations introduced by Commission Regulation (EU) No 965/2012 ([3]) and Commission Regulation (EU) No 139/2014 ([4]) is the availability of relevant, aerodrome-related, information in the AIP, presented in a standardised manner. The current structure and content of certain parts of the AIP reflect older provisions of Annex 14 to the Convention on International Civil Aviation, signed on 7 December 1944 in Chicago ('the Chicago Convention') regarding friction measurement, thus not providing for the promulgation of aeronautical information necessary for the implementation of the ICAO global reporting format through the AIP. Therefore, the provisions concerning the content and structure of the AIP, set out in Annex VI (Part-AIS) to Regulation (EU) 2017/373, should be amended.

([1]) OJ L 212, 22.8.2018, p. 1.

([2]) Commission Implementing Regulation (EU) 2017/373 of 1 March 2017 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight, repealing Regulation (EC) No 482/2008, Implementing Regulations (EU) No 1034/2011, (EU) No 1035/2011 and (EU) 2016/1377 and amending Regulation (EU) No 677/2011 (OJ L 62, 8.3.2017, p. 1).

([3]) Commission Regulation (EU) No 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 296, 25.10.2012, p. 1).

([4]) Commission Regulation (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 44, 14.2.2014, p. 1).

(4) The definitions related to the concept of all-weather operations, set out in Annex I (Definitions) to Regulation (EU) 2017/373, should be amended to ensure consistency with those contained in Regulation (EU) No 965/2012 and Regulation (EU) No 139/2014. Moreover, to ensure that SNOWTAMs are issued under all necessary operational conditions, the definition of SNOWTAM contained in Annex I (Definitions) to Regulation (EU) 2017/373 should be amended in a manner that would be consistent with that set out in Annex 15 to the Chicago Convention and that set out in Regulation (EU) No 139/2014.

(5) Under the current instructions for the completion of the SNOWTAM format, it is not possible to issue a SNOWTAM under certain operational conditions of a runway, thus affecting the correct implementation of the global reporting format for runway surface conditions. Therefore, such instructions, set out in Annex VI to Regulation (EU) 2017/373, should be amended for the purposes of consistency with Regulation (EU) No 139/2014.

(6) Regulation (EU) 2017/373 should therefore be amended accordingly.

(7) The measures provided for in this Regulation are in accordance with Opinion No 03/2022 of the European Union Aviation Safety Agency.

(8) The measures provided for in this Regulation are in accordance with the opinion of the Committee established by Article 127 of Regulation (EU) 2018/1139,

HAS ADOPTED THIS REGULATION:

Article 1

Annexes I, III and VI to Regulation (EU) 2017/373 are amended in accordance with Annexes I, II and III to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 26 July 2022

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

Annex I to Implementing Regulation (EU) 2017/373 is amended as follows:

(1) the following point (38a) is inserted:

'(38a) "conventional navigation route" means an ATS route established by reference to ground navigation aids;';

(2) point (206) is replaced by the following:

'(206) "low-visibility operations (LVOs)" means approach or take-off operations on a runway with a runway visual range (RVR) of less than 550 m or with a decision height (DH) of less than 200 ft;';

(3) the following point (206a) is inserted:

'(206a) "low-visibility procedures" means procedures applied at an aerodrome for the purpose of ensuring safety during low-visibility operations;';

(4) the following point (212a) is inserted:

'(212a) "operation with operational credits" means an operation using specific aircraft or ground equipment, or a combination of aircraft and ground equipment which allows any of the following elements:

(a) the application of lower-than-standard aerodrome operating minima for a particular classification of operation;

(b) visibility requirements can be satisfied or reduced;

(c) fewer ground facilities are required;';

(5) point (231) is replaced by the following:

'(231) "SNOWTAM" means a special series NOTAM given in a standard format, which provides 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;'.

ANNEX II

Appendix 1 of Annex III to Implementing Regulation (EU) 2017/373 is amended as follows:

(1) Table 1. Aerodrome data, is replaced by the following:

'1. **Aerodrome data**

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Aerodrome/ Heliport				A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.						
	Designator			Designator of the aerodrome/heliport						
		ICAO location indicator	Text	The four-letter ICAO location indicator of the aerodrome/heliport, as listed in ICAO Doc 7910 "Location Indicators"	If any					
		IATA designator	Text	The identifier that is assigned to a location in accordance with IATA rules (Resolution 767)	If any					
		Other	Text	A locally defined airport identifier, if other than an ICAO location indicator						
	Name		Text	The primary official name of an aerodrome as designated by the competent authority						
	Served city		Text	The full name (free text) of the city or town the aerodrome/ heliport is serving						
	Type of traffic permitted									

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Inter-national/ national	Code list	Indication if international and/or national flights are permitted at the aerodrome/ heliport						
		Instrument flight rules (IFR)/ Visual flight rules (VFR)	Code list	Indication if IFR and/or VFR flights are permitted at the aerodrome/heliport						
		Scheduled/ non-scheduled	Code list	Indication if scheduled and/or non-scheduled flights are permitted at the aerodrome/heliport						
		Civil/military	Code list	Indication if civil commercial aviation and/or general aviation and/or military flights are permitted at the aerodrome/ heliport						
		Restricted use	Text	Indication if an aerodrome or heliport is not open for the public (only for use by the owners)						
	Heliport type		Text	The type of the heliport (surface level, elevated, shipboard or helideck)						
	Control type		Text	Indication if an aerodrome is under civil control, military control or joint control						
	Certified		Text	Indication if an aerodrome is/is not certified in accordance with the ICAO rules or Regulation (EU) No 139/2014						
	Certification date		Date	The date when the airport certification was issued by the competent authority						
	Certification expiration date		Date	The date when the aerodrome certification becomes invalid						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Field elevation									
		Elevation	Elevation	The vertical distance above mean sea level (MSL) from the highest point of the landing area		0,5 m	Essential	Surveyed	1 m or 1 ft	1 m or 1ft
		Geoid undulation	Height	The geoid undulation at the aerodrome/heliport elevation position	Where appropriate	0,5 m	Essential	Surveyed	1 m or 1 ft	1 m or 1ft
	Reference temperature		Value	The monthly mean of the daily maximum temperatures for the hottest month of the year at an aerodrome; this temperature must be averaged over a period of years.						
	Mean low temperature		Value	The mean lowest temperature of the coldest month of the year, for the last five years of data at the aerodrome elevation		5 degrees				
	Magnetic variation			The angular difference between the true and the magnetic north						
		Angle	Angle	The angle value of the magnetic variation		1 degree	Essential	Surveyed	1 degree	1 degree
		Date	Date	The date on which the magnetic variation had the corresponding value						
		Annual change	Value	The annual rate of change of the magnetic variation						
	Reference point			The designated geographical location of an aerodrome						
		Position	Point	Geographical location of the aerodrome reference point		30 m	Routine	Surveyed/calculated	1 sec	1 sec
		Site	Text	Location of the reference point on the aerodrome						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Direction	Text	Direction of the aerodrome reference point from the centre of the city or town which the aerodrome serves						
		Distance	Distance	Distance of the aerodrome reference point from the centre of the city or town which the aerodrome serves						
Landing direction indicator				A device to visually indicate the direction currently designated for landing and for take-off						
	Location		Text	Location of the landing direction indicator						
	Lighting		Text	Lighting of the landing direction indicator	If any					
Secondary power supply										
	Character-istics		Text	Description of the secondary power supply						
	Switch-over time		Value	Secondary power supply switch-over time						
Anemometer				Device used for measuring the wind speed						
	Location		Text	Location of the anemometer						
	Lighting		Text	Lighting of the anemometer	If any					
Aerodrome beacon (ABN)/ identification beacon (IBN)				Aerodrome beacon/identification beacon used to indicate the location of an aerodrome from the air						
	Location		Text	Location of the aerodrome beacon/identi-fication beacon	If any					

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Character-istics		Text	Description of the aerodrome beacon/ identification beacon						
	Hours of operation		Schedule	Hours of operation of the aerodrome beacon/identification beacon						
Wind direction indicator										
	Location		Text	Location of the wind direction indicator						
	Lighting		Text	Lighting of the wind direction indicator						
Runway visual range (RVR) obser-vation site				The observation site of the RVR						
	Position		Point	Geographical location of the RVR obser-vation sites						
Frequency area				The designated part of a surface movement area where a specific frequency is required by ATC or ground control						
	Station		Text	Name of the station providing the service						
	Frequency		Value	Frequency of the station providing the service						
	Boundary		Polygon	Area boundary of the frequency area						
Hot spot				A location on an aerodrome movement area with a history, or potential risk, of collision or RWY incursion, and where heightened attention by pilots/drivers is necessary						
	Identifier		Text	The identifier of the hot spot						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Annotation		Text	Additional information about the hot spot						
	Geometry		Polygon	Geographical area of the hot spot						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
RWY				A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft						
	Designator		Text	The full textual designator of the RWY, used to uniquely identify the RWY at an aerodrome/heliport (e.g. 09/27, 02R/20L, RWY 1)						
	Nominal length		Distance	The declared longitudinal extent of the RWY for operational (performance) calculations		1 m	Critical	Surveyed	1 m or 1 ft	1 m
	Nominal width		Distance	The declared transversal extent of the RWY for operational (performance) calculations		1 m	Essential	Surveyed	1 m or 1 ft	1 m
	Geometry		Polygon	Geometries of the RWY element, RWY displaced area and RWY intersection						
	Centre line points									
		Position	Point	Geographical location of the RWY centre line at each end of the RWY, at the stopway (SWY), and at the origin of each take-off flight path area, as well as at each significant change in the slope of the RWY and SWY	Definition from Annex 4 3.8.4.2	1 m	Critical	Surveyed		

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Elevation	Elevation	The elevation of the corresponding centre line point. For non-precision approaches, any significant high and low intermediate points along the RWY shall be measured to the accuracy of one-half metre or foot.		0,25 m	Critical	Surveyed		
		Geoid undulation	Height	The geoid undulation at the corresponding centre line point						
	RWY exit line									
		Exit guidance line	Line	Geographical location of the RWY exit line		0,5 m	Essential	Surveyed	1/100 sec	1 sec
		Colour	Text	Colour of the RWY exit line						
		Style	Text	Style of the RWY exit line						
		Direc-tionality	Code list	Directionality of the RWY exit line (one-way or two-way)						
	Surface type		Text	The surface type of the RWY						
	Strength									
		Pavement classification number (PCN)	Text	PCN						
		Pavement type	Text	Pavement type for the aircraft classification number — pavement classification number (ACN-PCN) determination						
		Subgrade category	Text	Subgrade strength category of the RWY						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Allowable pressure	Text	The maximum allowable tyre pressure category or the maximum allowable tyre pressure value						
		Evaluation method	Text	The evaluation method used						
	Strip			A defined area including the RWY and the SWY, if provided: to reduce the risk of damage to aircraft running off a RWY; and to protect aircraft flying over the RWY during take-off or landing operations						
		Length	Distance	The longitudinal extent of the RWY strip						
		Width	Distance	The transversal extent of the RWY strip						
		Surface type	Text	The surface type of the RWY strip						
	Shoulder			An area adjacent to the edge of a pavement, so prepared as to provide a transition area between the pavement and the adjacent surface						
		Geometry	Polygon	Geographical location of the RWY shoulders						
		Surface type	Text	The surface type of the RWY shoulder						
		Width	Distance	The width of the RWY shoulder		1 m	Essential	Surveyed	1 m or 1 ft	
	Blast pad			Specially prepared surface placed adjacent to the end of a RWY to eliminate the erosive effect of the strong wind forces produced by aeroplanes at the beginning of their take-off roll						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Geometry	Polygon	Geographical location of the blast pad						
	Obstacle-free zone		Text	Existence of an obstacle-free zone for a precision approach RWY category I	When provided					
	RWY marking									
		Type	Text	Type of the RWY marking						
		Description	Text	Description of the RWY marking						
		Geometry	Polygon	The geographical location of the RWY marking						
	RWY centre line LGT									
		Length	Distance	The longitudinal extent of the RWY centre line lights						
		Spacing	Distance	Spacing of the RWY centre line lights						
		Colour	Text	Colour of the RWY centre line lights						
		Intensity	Text	Intensity of the RWY centre line lights						
		Position	Point	Geographical location of each individual light of the RWY centre line lights						
	RWY edge LGT									
		Length	Distance	The longitudinal extent of the RWY edge lights						
		Spacing	Distance	Spacing of the RWY edge lights						
		Colour	Text	Colour of the RWY edge lights						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Intensity	Text	Intensity of the RWY edge lights						
		Position	Point	Geographical location of each individual light of the RWY edge lights						
	Reference code			The intent of the reference code is to provide a simple method for interrelating the numerous specifications concerning the characteristics of aerodromes so as to provide a series of aerodrome facilities that are suitable for the aeroplanes intended to operate at the aerodrome.						
		Number	Code list	A number based on the aeroplane reference field length						
		Letter	Code list	A letter based on the aeroplane wingspan and outer main gear wheel span						
	Restriction		Text	Description of restrictions imposed on the RWY						
RWY direction										
	Designator		Text	The full textual designator of the landing and take-off direction — examples: 27, 35L, 01R						
	True bearing		Bearing	The true bearing of the RWY		1/100 degree	Routine	Surveyed	1/100 degree	1 degree
	Type		Text	Type of RWY: precision (Cat I, II, III)/ non-precision/ non-instrument						
	Threshold			The beginning of the portion of the RWY usable for landing						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Position	Point	The geographical location of the RWY threshold		1 m	Critical	Surveyed	1/100 sec	1 sec
		Elevation	Elevation	Elevation of the RWY threshold		See Note 1				
		Geoid undulation	Height	WGS-84 geoid undulation at the RWY threshold position		See Note 2				
		Type	Text	The indication if the threshold is displaced or not displaced; a displaced threshold is not located at the extremity of the RWY						
		Displacement	Distance	Distance of the displaced threshold	If threshold displaced	1 m	Routine	Surveyed		
	RWY end			RWY end (flight path alignment point)						
		Position	Point	Location of the RWY end in the direction of departure		1 m	Critical	Surveyed	1/100 sec	1 sec
		Elevation	Elevation	Elevation of the end position of the RWY		See RWY centre line points				
	Departure end of RWY (DER)			The end of the area declared suitable for take-off (i.e. the end of the RWY or, where a clearway is provided, the end of the clearway)	Beginning of the departure procedure					
		Position	Point	The geographical location of the DER						
		Elevation	Elevation	The elevation of the DER is the elevation of the end of the RWY or of the clearway, whichever is higher.						
	Touchdown zone			The portion of a RWY beyond the threshold, where landing aeroplanes are intended to first contact the RWY						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Elevation	Elevation	The highest elevation of the touchdown zone of a precision approach RWY	Precision approach RWY	0,25 m or 0,25 ft				
		Slope	Value	The slope of the RWY touchdown zone						
	Slope		Value	The slope of the RWY						
	Land-and-hold short operations (LAHSOs)			LAHSOs						
		Geometry	Line	The geographical location of the LAHSOs						
		Protected element	Text	The name of the RWY or taxiway (TWY) being protected						
	Displaced area			The portion of a RWY between the beginning of the RWY and the displaced threshold						
		Geometry	Polygon	Geographical location of the displaced area						
		PCN	Text	The PCN of the displaced area						
		Surface type	Text	The surface type of the displaced area						
		Aircraft restriction	Text	Usage restriction for a specific aircraft type						
	SWY			A defined rectangular area on the ground at the end of the take-off RWY available, prepared as a suitable area in which an aircraft may be stopped in case of an abandoned take-off						
		Length	Distance	The longitudinal extent of the SWY	If any	1 m	Critical	Surveyed	1 m or 1 ft	1 m

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Width	Distance	The width of the SWY		1 m	Critical	Surveyed	1 m or 1 ft	1 m
		Geometry	Polygon	Geographical location of the SWY						
		Slope	Value	The slope of the SWY						
		Surface type	Text	The surface type of the SWY						
	Clearway			A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height						
		Length	Distance	The longitudinal extent of the clearway		1 m	Essential	Surveyed	1 m or 1 ft	
		Width	Distance	The transversal extent of the clearway		1 m	Essential	Surveyed	1 m or 1 ft	
		Ground profile		The vertical profile (or slope) of the clearway	If any					
	RWY end safety area (RESA)			An area symmetrical about the extended RWY centre line and adjacent to the end of the strip, primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the RWY						
		Length	Distance	The longitudinal extent of the RESA						
		Width	Distance	The transversal extent of the RESA						
		Longitudinal slope	Value	The longitudinal slope of the RESA						
		Transversal slope	Value	The transversal slope of the RESA						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Declared distances									
		Take-off run available (TORA)	Distance	The length of the RWY, declared available and suitable for the ground run of an aeroplane taking off		1 m	Critical	Surveyed	1 m or 1 ft	1 m
		Take-off distance available (TODA)	Distance	The length of the take-off run available plus the length of the clearway, if provided		1 m	Critical	Surveyed	1 m or 1 ft	1 m
		Accelerate-stop distance available (ASDA)	Distance	The length of the take-off run available plus the length of the SWY, if provided		1 m	Critical	Surveyed	1 m or 1 ft	1 m
		Landing distance available (LDA)	Distance	The length of the RWY, declared available and suitable for the ground run of an aeroplane landing		1 m	Critical	Surveyed	1 m or 1 ft	1 m
		Remarks	Text	Remarks including RWY entry or start point, where alternative reduced distances have been declared						
	RWY end LGT									
		Colour	Text	Colour of the RWY end lights						
		Position	Point	Geographical location of each individual light of the RWY end lights						
	SWY LGT									

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Length	Distance	The longitudinal extent of the SWY lights						
		Colour	Text	Colour of the SWY lights						
		Position	Point	Geographical location of each individual light of the SWY lights						
	Approach lighting system									
		Type	Text	Classification of the approach lighting system, using as criteria Regulation (EU) No 139/2014 and CS-ADR-DSN, especially CS ADR-DSN.M.625 and CS ADR-DSN.M.626						
		Length	Distance	The longitudinal extent of the approach lighting system						
		Intensity	Text	A code indicating the relative intensity of the approach lighting system						
		Position	Point	Geographical location of each individual light of the approach lighting system						
	RWY threshold lights									
		Colour	Text	Colour of the RWY threshold lights						
		Wing bar colour	Text	Colour of the RWY threshold wing bars						
		Position	Point	Geographical location of each individual light of the threshold and wing bar lights						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Touchdown zone lights									
		Length	Distance	The longitudinal extent of the RWY touchdown zone lights						
		Position	Point	Geographical location of each individual light of the RWY touchdown zone lights						
	Visual-approach slope indicator system									
		Minimum eye height over the threshold (MEHT)	Height	MEHT						
		Location	Point	Geographical location of the visual-approach slope indicator system						
		Angle	Angle	The nominal-approach slope angle(s)						
		Type	Text	The type of visual approach indicator system (PAPI, A-PAPI. etc.)						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Displace-ment angle	Angle	Where the axis of the system is not parallel to the RWY centre line, the angle of and the direction of displacement, i.e. left or right						
		Displace-ment direction	Text	Where the axis of the system is not parallel to the RWY centre line, the angle of and the direction of displacement, i.e. left or right						
	Arresting gear		Line	The geographical location of the arresting-gear cable across the RWY						
	Arresting system			High-energy-absorbing material located at the end of a RWY or SWY, designed to be crushed under the weight of an aeroplane as the material exerts deceleration forces on the aircraft landing gear						
		Geometry	Polygon	Geographical location of the arresting system						
		Setback	Distance	Setback of the arresting system						
		Length	Distance	The longitudinal extent of the arresting system						
		Width	Distance	The transversal extent of the arresting system						
Radio altimeter area										
	Length		Distance	The longitudinal extent of the radio altimeter area						
	Width		Distance	The transversal extent of the radio altimeter area						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Geometry		Polygon	Geographical location of the radio altimeter area						
			Note 1	Threshold elevation for RWYs with non-precision approaches		0,5 m	Essential	Surveyed	1 m or 1ft	1 m or 1 ft
				Threshold elevation for RWYs with precision approaches		0,25 m	Critical	Surveyed	0,1 m or 0,1 ft	0,5 m or 1 ft
			Note 2	WGS-84 geoid undulation at the RWY threshold for non-precision approaches		0,5 m	Essential	Surveyed	1 m or 1ft	1 m or 1 ft
				WGS-84 geoid undulation at the RWY threshold for precision approaches		0,25 m	Critical	Surveyed	0,1 m or 0,1 ft	0,5 m or 1 ft

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res
Final-approach and take-off area (FATO)				A defined area over which the final phase of the approach manoeuvre before hover or landing is completed and from which the take-off manoeuvre is commenced; where the FATO is used by helicopters operated in performance class 1, the defined area includes the rejected take-off area available.						
	Threshold point			The beginning of the portion of the FATO, usable for landing						
		Position	Point	Geographical location of the FATO threshold point		1 m	Critical	Surveyed	1/100 sec	1 sec

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res
		Elevation	Elevation	Elevation of the FATO threshold		See Note 1				
		Geoid undulation	Height	WGS-84 geoid undulation at the FATO threshold position		See Note 2				
	DER			The end of the area declared suitable for take-off (i.e. the end of the RWY or, where a clearway is provided, the end of the clearway or the end of the FATO area)						
		Position	Point	Geographical location of the DER		1 m	Critical	Surveyed	1/100 sec	1 sec
		Elevation	Elevation	The higher of the elevations of the beginning and of the end of the RWY/FATO						
	Type		Text	Type of FATO						
	Designation		Text	The full textual designator of the landing and take-off area						
	Length		Distance	The longitudinal extent of FATO		1 m	Critical	Surveyed	1 m or 1 ft	1 m
	Width		Distance	The transversal extent of FATO						
	Geometry		Polygon	Geographical location of the FATO element						
	Slope		Value	The slope of FATO						
	Surface type		Text	The surface type of FATO						
	True bearing		Bearing	The true bearing of FATO		1/100 degree	Routine	Surveyed	1/100 degree	
	Declared distances									

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res
		Take-off distance available (TODAH)	Distance	The FATO length plus the helicopter clearway length (if provided)	And, if applicable, alternative reduced declared distances	1 m	Critical	Surveyed	1 m or 1 ft	
		Rejected take-off distance available (RTODAH)	Distance	The length of FATO, declared available and suitable for helicopters operated in performance class 1, to complete a rejected take-off		1 m	Critical	Surveyed	1 m or 1 ft	
		Landing distance available (LDAH)	Distance	The length of FATO plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height		1 m	Critical	Surveyed	1 m or 1 ft	
		Remarks	Text	Remarks including RWY entry or start point, where alternative reduced distances have been declared						
	FATO marking									
		Description	Text	Description of the FATO markings						
	Approach lighting system									
		Type	Text	Classification of the approach lighting system, using as criteria Regulation (EU) No 139/2014 and CS-ADR-DSN, specifically CS ADR-DSN.M.625 and CS ADR-DSN.M.626						
		Length	Distance	The longitudinal extent of the approach lighting system						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res
		Intensity	Text	A code indicating the relative intensity of the approach lighting system						
		Position	Point	Geographical location of each individual light of the approach lighting system						
	Area lights									
		Description	Text	Description of the area lights						
		Position	Point	Geographical location of each individual light of the area lights						
	Aiming point lights									
		Description	Text	Description of the aiming point lights						
		Position	Point	Geographical location of each individual light of the aiming point lights						
Touchdown and lift-off area (TLOF)				An area on which a helicopter may touch down or lift off						
	Designator		Text	The full textual designator of TLOF						
	Centre point									
		Position	Point	Geographical location of the TLOF threshold point		1 m	Critical	Surveyed	1/100 sec	1 sec
		Elevation	Elevation	Elevation of the TLOF threshold		See Note 1				
		Geoid undulation	Height	The WGS-84 geoid undulation TLOF centre point position		See Note 2				
	Length		Distance	The longitudinal extent of TLOF		1 m	Critical	Surveyed	1 m or 1 ft	1 m

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res
	Width		Distance	The transversal extent of TLOF		1 m	Critical	Surveyed	1 m or 1 ft	1 m
	Geometry		Polygon	The geographical location of the TLOF element						
	Slope		Value	The slope of TLOF						
	Surface type		Text	The surface type of TLOF						
	Bearing strength		Value	The bearing strength of TLOF					1 ton	
	Visual-approach slope indicator system type		Text	Type of the visual-approach slope indicator system						
	Marking									
		Description	Text	Description of the TLOF markings						
Safety area				A defined area on a heliport surrounding the FATO, which is free of obstacles, other than those required for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO						
	Length		Distance	The longitudinal extent of the safety area						
	Width		Distance	The transversal extent of the safety area						
	Surface type		Text	The surface type of the safety area						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res
Helicopter clearway				A defined area on the ground or water, selected and/or prepared as a suitable area over which a helicopter operated in performance class 1 may accelerate and achieve a specific height						
	Length		Distance	The longitudinal extent of the helicopter clearway						
	Ground profile		Value	The vertical profile (or slope) of the helicopter clearway						
			Note 1	The FATO threshold for heliports with or without a Point-in-Space (PinS) approach		0,5 m	Essential	Surveyed	1 m or 1 ft	
				The FATO threshold for heliports intended to be operated		0,25 m	Critical	Surveyed	1 m or 1 ft (non-precision) 0,1 m or 0,1 ft (precision)	
			Note 2	The WGS–84 geoid undulation at the FATO threshold and the TLOF geometric centre, for heliports with or without a PinS approach		0,5 m	Essential	Surveyed	1 m or 1 ft	
				The WGS–84 geoid undulation at the FATO threshold and the TLOF geometric centre, for heliports intended to be operated		0,25 m	Critical	Surveyed	1 m or 1 ft (non-precision) 0,1 m or 0,1 ft (precision)	

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Apron				A defined area on a land aerodrome, intended to accommodate aircraft as regards loading or unloading passengers, mail or cargo, fuelling, parking or maintenance						
	Designator		Text	The full textual name or designator used to identify an apron at an aerodrome/heliport						
	Geometry		Polygon	Geographical location of the apron element		1 m	Routine	Surveyed	1/10 sec	1 sec
	Type		Text	Classification of the primary use of the apron						
	Aircraft restriction		Text	Usage restriction (prohibition) for a specified aircraft type						
	Surface type		Text	The surface type of the apron						
	Strength									
		PCN	Text	PCN of the apron						
		Pavement type	Text	ACN-PCN determination						
		Subgrade category	Text	Subgrade strength category of the apron						
		Allowable pressure	Text	The maximum allowable tyre pressure category or the maximum allowable tyre pressure value						
		Evaluation method	Text	The evaluation method used to determine the apron strength						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Elevation		Elevation	The elevation of the apron						
TWY				A defined path on a land aerodrome, established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another						
	Designator		Text	The full textual designator of the TWY						
	Width		Distance	The transversal extent of the TWY		1 m	Essential	Surveyed	1 m or 1 ft	
	Geometry		Polygon	Geographical location of the TWY element						
	Bridge		Text	Type of the bridge (none, overpass, underpass)						
	Surface type		Text	Surface type of the TWY						
	Strength									
		PCN	Text	PCN of the TWY						
		Pavement type	Text	ACN-PCN determination						
		Subgrade category	Text	Subgrade strength category of the TWY						
		Allowable pressure	Text	Maximum allowable tyre pressure category or maximum allowable tyre pressure value						
		Evaluation method	Text	The evaluation method used to determine the taxiway strength						
	Aircraft restrictions		Text	Usage restriction (prohibition) for a specified aircraft type						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Reference code letter		Code list	A letter based on the aeroplane wingspan and outer main gear wheel span						
	Location for wing tips extension		Point/ Polygon	For aerodromes accommodating aeroplanes with folding wing tips, the location where to extend the wing tips						
	Centre line points									
		Position	Point	Geographical coordinates of the TWY centre line points		0,5 m	Essential	Surveyed	1/100 sec	1/100 sec
		Elevation	Elevation	Elevation of taxiway centre line points		1 m	Essential	Surveyed		
	Shoulder			An area adjacent to the edge of a pavement, so prepared as to provide a transition between the pavement and the adjacent surface						
		Geometry	Polygon	The geographical location of the TWY shoulder						
		Surface type	Text	Surface type of the TWY shoulder						
		Width	Distance	The width of the TWY shoulder		1 m	Essential	Surveyed	1 m or 1 ft	
	Guidance lines									
		Geometry	Line	Geographical location of the guidance lines		0,5 m	Essential	Surveyed	1/100 sec	1/100 sec
		Colour	Text	Colour of TWY guidance lines						
		Style	Text	Style of TWY guidance lines						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Wingspan	Value	Wingspan						
		Maximum speed	Value	Maximum speed						
		Direction	Text	Direction						
	Inter-mediate-holding-position marking line		Line	Intermediate holding position marking line		0,5 m	Essential	Surveyed	1/100 sec	1 sec
	TWY marking									
		Description	Text	Description of the TWY marking						
	TWY edge lights									
		Description	Text	Description of the TWY edge lights						
		Position	Point	Geographical location of each individual light of the TWY edge lights						
	TWY centre line lights									
		Description	Text	Description of the TWY centre line lights						
		Position	Point	Geographical location of each individual light of the TWY centre line lights						
	Stop bars									
		Description	Text	Description of the stop bars	If any					
		Location	Line	Location of the stop bars						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	RWY guard lights									
		Description	Text	Description of the RWY guard lights and other RWY protection measures	If any					
		Location	Point	Location of the stop bar	Configuration A					
		Location	Line	Location of the stop bar	Configuration B					
	RWY holding position			A designated position intended to protect a RWY, an obstacle limitation surface, or an instrument landing system (ILS)/ microwave landing system (MLS) critical/ sensitive area, at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorised by the aerodrome control tower						
		Geometry	Line	Geographical location of the RWY holding position		0,5 m	Essential	Surveyed	1/100 sec	1 sec
		Protected RWY	Text	Designator of the RWY protected						
		Cat stop	Code list	Category (CAT) of the RWY (0, I, II, III)						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		RWY ahead text	Text	Actual text as in the marking; e.g. “RWY AHEAD” or “RUNWAY AHEAD”						
	Intermediate holding position	Geometry	Line	Geographical location of the intermediate holding position — a designated position intended for traffic control, at which taxiing aircraft and vehicles shall stop and hold until further cleared to proceed, when so instructed by the aerodrome control tower						
Helicopter ground TWY				A ground TWY intended for the ground movement of wheeled undercarriage helicopters						
	Designator		Text	The full textual designator of the helicopter ground TWY						
	Centre line points		Point	Geographical location of the helicopter ground centre line TWY points		0,5 m	Essential	Surveyed/ calculated		
	Elevation		Elevation	Elevation of the helicopter ground TWY		1 m	Essential	Surveyed		
	Width		Distance	The transversal extent of the helicopter ground TWY		1 m	Essential	Surveyed		
	Surface type		Text	The surface type of the helicopter ground TWY						
	Intersection marking line		Line	Helicopter ground TWY intersection marking line		0,5 m	Essential	Surveyed	1/100 sec	1 sec
	Lighting									
		Description	Text	Description of the helicopter ground TWY light						
		Position	Point	Geographical location of each individual light of the helicopter ground TWY lights						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Marking									
		Description	Text	Description of helicopter ground TWY marking						
Helicopter air TWY				A defined path on the surface, established for the air taxiing of helicopters						
	Designator			The full textual designator of the helicopter air TWY						
	Centre line points		Point	Geographical location of the helicopter air TWY centre line points		0,5 m	Essential	Surveyed/ calculated		
	Elevation		Elevation	Elevation of the helicopter air TWY		1 m	Essential	Surveyed		
	Width		Distance	The transversal extent of the helicopter air TWY		1 m	Essential	Surveyed		
	Surface type		Text	Surface type of the helicopter air TWY						
	Lighting									
		Description	Text	Description of the helicopter air TWY lighting						
		Position	Point	Geographical location of each individual light of the helicopter air TWY lights						
	Marking									
		Description	Text	Description of the helicopter air TWY marking						
Helicopter air transit routes				A defined path established for the movement of helicopters from one part of a heliport to another; a taxiing route includes a helicopter air or ground TWY centred on the taxiing route.						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Designator		Text	Designator of the helicopter air transit route						
	Geometry		Line	Geographical location of the helicopter air transit route						
	Width		Distance	The transversal extent of the helicopter air transit route		1 m	Essential	Surveyed		
INS check-point										
	Location		Point	Geographical location of the INS check-point	Where available	0,5 m	Routine	Surveyed	1/100 sec	1/100 sec
Very-high-frequency (VHF) omnidirectional range (VOR) check-point										
	Location		Point	Geographical location of the VOR check-point	Where available					
	Frequency		Value	Frequency of the VOR checkpoint						
Altimeter checkpoint										
	Location		Point	Geographical location of the altimeter checkpoints						
	Elevation		Elevation	Elevation of the altimeter checkpoints						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Aircraft stand				A designated area on an apron intended to be used for parking an aircraft						
	Name		Text	Name of the aircraft stand point						
	Aircraft stand points	Location	Point	Geographical location of the aircraft stand point		0,5 m	Routine	Surveyed	1/100 sec	1/100 sec
		Aircraft types	Code list	Aircraft types						
	Identification sign		Text	Description of the aircraft stand identification sign						
	Visual docking/parking guidance system		Text	Description of the visual docking/parking guidance system at the aircraft stand						
	Parking-stand area		Polygon	Geographical location of the parking-stand area						
	Jetway		Code list	Jetway available at the aircraft stand						
	Fuel		Code list	Fuel available at the aircraft stand						
	Ground power		Code list	Ground power available at the aircraft stand						
	Towing		Code list	Towing available at the aircraft stand						
	Terminal		Text	Terminal-building reference						
	Surface type		Text	Surface type of the aircraft stand						
	Aircraft restriction		Text	Usage restriction (prohibition) for a specified aircraft type						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	PCN		Text	PCN of the aircraft stand						
	Stand guidance line									
		Geometry	Line	Geographical location of the stand guidance line		0,5 m	Essential	Surveyed	1/100 sec	
		Elevation	Elevation	Elevation of the parking guidance line points		1 m	Essential	Surveyed		
		Direction	Text	Direction of the stand guidance line						
		Wingspan	Value	Wingspan						
		Colour	Code list	Colour of the stand guidance line						
		Style	Code list	Style of the stand guidance line						
Helicopter stand				An aircraft stand that provides for parking a helicopter, and where ground taxi operations are completed, or where the helicopter touches down and lifts off for air taxiing operations.						
	Name		Text	Name of the helicopter stand						
	Location		Point	Geographical location of the helicopter stand point/INS checkpoints		0,5 m	Essential	Surveyed	1/100 sec	
De-icing area				A facility where frost, ice or snow is removed (de-icing) from the aeroplane to provide clean surfaces, and/or where clean surfaces of the aeroplane receive protection (anti-icing) against the formation of frost or ice, and accumulation of snow or slush, for a limited period of time						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Identifier		Text	Identifier of the de-icing area						
	Geometry		Polygon	Geographical location of the de-icing area		1 m	Routine	Surveyed	1/10 sec	1 sec
	Surface type		Text	The surface type of the de-icing area						
	Id base		Text	Name of the underlying TWY, parking stand or apron element						
	Aircraft restriction		Text	Usage restriction (prohibition) for a specified aircraft type						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Communi-cation facility										
	Service designation		Text	Designation of the service provided						
	Call sign		Text	Call sign of the communication facility						
	Channel		Text	Channel/frequency of the communication facility						
	Logon address		Text	Logon address of the facility	As appro-priate					
	Hours of operation		Schedule	Operational hours of the station serving the unit'.						

(2) Table 3. ATS and other routes data is replaced by the following:

'3. **ATS and other routes data**

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
ATS route				A specified route designed for channelling the flow of traffic as necessary for the provision of ATS						
	Designator		Text	Designators for ATS routes in accordance with Annex XI (Part-FPD) to this Regulation						
	Designator prefix		Text	The prefix of the route designator as specified in Note1						
Other route				A specified route designed for channelling the flow of traffic as necessary without provision of ATS						
	Designator		Text	Designator of the route						
	Type		Text	Type of route (e.g. VFR uncontrolled navigation routes)						
	Flight rules		Code list	Information on the flight rules that apply to the route (IFR/VFR)						
Route segment										
	From point			Reference to the first point of a route segment						
		Name	Text	The coded designators or code names of a significant point						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Reporting	Code list	Indication of the ATS/MET reporting requirement as “compulsory” or “on request”						
	To point			Reference to the second point of a route segment						
		Name	Text	The coded designators or code names of a significant point						
		Reporting	Code list	Indication of the ATS/MET reporting requirement as “compulsory” or “on request”						
	Track		Bearing	Track, VOR radial or magnetic bearing of a route segment		1/10 degree (terminal arrival departure)	Routine (terminal arrival departure)	Calculated (terminal arrival departure)	1 degree (terminal arrival departure)	1 degree (terminal arrival departure)
	Change over point		Point	The point at which an aircraft navigating on an ATS route segment defined by reference to the VOR ranges is expected to transfer its primary navigation reference from the facility behind it to the next facility ahead of it	In case of a VOR radial					
	Length		Distance	The geodesic distance between “from point” and “to point”		See Note 2				
	Upper limit		Altitude	The upper limit of the route segment						
	Lower limit		Altitude	The lower limit of the route segment						
	Minimum en-route altitude (MEA)		Altitude	It is the altitude of an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure, and provides the required obstacle clearance.		50 m	Routine	Calculated	50 m or 100 ft	50 m or 100 ft

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Minimum obstacle clearance altitude (MOCA)		Altitude	It is the minimum altitude of a defined segment that provides the required obstacle clearance		50 m	Routine	Calculated	50 m or 100 ft	50 m or 100 ft
	Minimum flight altitude		Altitude	Minimum flight altitude		50 m	Routine	Calculated	50 m or 100 ft	50 m or 100 ft
	Lateral limits		Distance	Lateral limits of the route						
	Area minimum altitude (AMA)		Altitude	It is the minimum altitude to be used under instrument meteorological conditions (IMC), which provides a minimum obstacle clearance within a specified area, normally formed by parallels and meridians.						
	Minimum vectoring altitude (MVA)		Altitude	MVA						
	Restrictions		Text	Indication on any area speed and level/altitude restrictions, where established						
	Direction of cruising levels			Indication of the direction of the cruising level (even, odd, none (NIL))						
		Forward	Code list	Indication of the direction of the cruising level (even, odd, NIL) from the first point to the second point of the route segment						
		Backward	Code list	Indication of the direction of the cruising level (even, odd, NIL) from the second point to the first point of the route segment						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Availability		Text	Information on the route availability						
	Class of airspace		Text	Classification of airspace which determines the operating rules, flight requirements and services provided						
	Perfor-mance-based navigation (PBN) require-ments			Area navigation based on PBN requirements for aircraft operating along an ATS route, on an instrument approach procedure, or in a designated airspace	PBN only					
		Navigation specifi-cation(s)	Text	Designation of the navigation specifi-cation(s) applicable to a specified segment or segments; there are two kinds of navi-gation specifications: (a) required navigation performance (RNP) specification: navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH. (b) Area navigation (RNAV) specification: navigation specification based on area navigation that does not include the requirement for performance moni-toring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.						
		Navigation performance require-ments	Text	The navigation accuracy requirement for each PBN (RNAV or RNP) route segment						
		Sensor require-ments	Text	Indication of the sensor requirements including any navigation specification limitations						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Controlling unit									
		Name	Text	Name of the unit providing the service						
		Channel	Text	Operating channel/frequency of the controlling unit						
		Logon address	Text	A specified code used for data link logon to the controlling ATS unit	If applicable					
			Note 1	U = upper	Note 2	1/10 km	Routine	Calculated	1/10 km or 1/10 nm	1 km or 1 nm
				H = helicopter		1/100 km	Essential	Calculated	1/100 km or 1/100 nm	1 km or 1 nm
				S = supersonic						
				T = tacan						
				Other						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Waypoint										
	Identifi-cation		Text	Names, coded designators or code names given to the significant point						
	Position		Point	Geographical location of the waypoint		100 m	Essential	Surveyed/ calculated	1 sec	1 sec

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Formation									
		Navigation aid (navaid)	Text	The station identification of the VOR/DME reference						
		Bearing	Bearing	The bearing to the VOR/DME reference if the waypoint is not collocated with it		See Note 1 below				
		Distance	Distance	The distance from the VOR/DME reference if the waypoint is not collocated with it		See Note 2 below				
					Note 1	1/10 degree	Routine	Calculated	1/10 degree	1/10 degree
						1/100 degree	Essential	Calculated	1/100 degree	1/10 degree
								Calculated		
					Note 2	1/10 km	Routine	Calculated	1/10 km or 1/10 nm	2/10 km (1/10 nm)
						1/100 km	Essential	Calculated	1/100 km or 1/100 nm	2/10 km (1/10 nm)

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
En-route holding				A predetermined manoeuvre that keeps the aircraft within the specified airspace while awaiting further clearance						
	Identifi-cation		Text	Identification of the holding procedure						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	Fix		Text	Identification of the holding-procedure fix		100 m	Essential	Surveyed/ calculated	1 sec	1 sec
	Waypoint		Point	Geographical location of the holding waypoint						
	Inbound track		Bearing	The inbound track of the holding procedure						
	Turn direction		Text	Direction of the procedure turn						
	Speed		Value	Maximum indicated airspeed						
	Level									
		Minimum holding level	Altitude	Minimum holding level of the holding procedure						
		Maximum holding level	Altitude	Maximum holding level of the holding procedure						
	Outbound time/distance		Value	Time/distance value of the holding procedure						
	Controlling unit									

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Name	Text	Indication of the controlling unit						
		Frequency	Value	The operating frequency/channel of the controlling unit						
	Special holding entry procedure		Text	Textual description of the special VOR/DME entry procedure	In case an entry radial to a secondary fix at the end of the outbound leg has been established for a VOR/DME holding pattern'.					

(3) Table 5. Radio navigation aids/systems data is replaced by the following:

'Table 5. **Radio navigation aids/systems data**

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Radio navigation aid										
	Type		Text	Type of the radio navigation aid						
	Identification		Text	The code assigned to uniquely identify the navaid						
	Name		Text	The textual name assigned to the navaid						
	ILS facility classification		Code list	A classification based on the functional and performance capabilities of an ILS	ILS					

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	GBAS facility classification		Code list	A classification based on the functional and performance capabilities of the GBAS ground subsystem	GBAS					
	GBAS approach facility designation		Code list	A classification based on the GBAS service volume and performance requirements for each supported approach	GBAS					
	Area of operation		Text	Indication whether navigation aid serves en-route (E), aerodrome (A) or dual (AE) purposes						
	Aerodrome/ heliport served		Text	The ICAO location indicator or name of the aerodromes/heliports served						
	RWY served		Text	Designator of the RWY served						
	Operating entity		Text	Name of the operating entity of the facility						
	Type of supported operations		Code list	Indication of the type of supported operation for ILS/MLS, basic GNSS, satellite-based augmentation system (SBAS), and ground-based augmentation system (GBAS)						
	Collocation		Text	Information that a navaid is collocated with another navaid						
	Hours of operation		Schedule	The hours of operation of the radio navigation aid						
	Magnetic variation			The angular difference between the true north and the magnetic north						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Angle	Angle	The magnetic variation at the radio navigation aid	ILS/NDB	See Note 1 below				
		Date	Date	The date on which the magnetic variation had the corresponding value						
	Station declination		Angle	An alignment variation of the navaid between the zero-degree radial and the true north, determined at the time the station is calibrated	VOR/ ILS/MLS					
	Zero bearing direction		Text	Direction of the “zero bearing” provided by the station, e.g. magnetic north, true north, etc.	VOR					
	Frequency		Value	Frequency or tuning frequency of the radio navigation aid						
	Channel		Text	The channel number of the radio navigation aid	DME or GBAS					
	Position		Point	Geographical location of the radio navigation aid		See Note 2 below				
	Elevation		Elevation	The elevation of the transmitting antenna of the DME or the elevation of the GBAS reference point	DME or GBAS	See Note 3 below				
	Ellipsoidal height		Height	The ellipsoidal height of the GBAS reference point	GBAS					
	Localiser alignment									
		Bearing	Bearing	The localiser course	ILS localiser	1/100 degree	Essential	Surveyed	1/100 degree (if true)	1 degree

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
		Type	Text	The type of localiser alignment, true or magnetic	ILS localiser					
	Zero azimuthal alignment		Bearing	MLS zero azimuthal alignment	MLS	1/100 degree	Essential	Surveyed	1/100 degree (if true)	1 degree
	Angle		Angle	The angle of the glide path of an ILS or the normal glide path angle of an MLS installation	ILS GP/MLS					
	RDH		Value	The value of the ILS reference datum height (ILS RDH)	ILS GP	0,5 m	Critical	Calculated		
	Localiser antenna to RWY end distance		Distance	ILS localiser —RWY/FATO end distance	ILS localiser	3 m	Routine	Calculated	1 m or 1 ft	As plotted
	ILS glideslope antenna to TRSH distance		Distance	ILS glideslope antenna — threshold distance along the centre line	ILS GP	3 m	Routine	Calculated	1 m or 1 ft	As plotted
	ILS marker to TRSH distance		Distance	ILS marker — threshold distance	ILS	3 m	Essential	Calculated	1 m or 1 ft	2/10 km (1/10 nm)
	ILS DME antenna to TRSH distance		Distance	ILS DME antenna — threshold distance along the centre line	ILS	3 m	Essential	Calculated	1 m or 1 ft	As plotted
	MLS azimuthal antenna to RWY end distance		Distance	MLS azimuthal antenna — RWY/FATO end distance	MLS	3 m	Routine	Calculated	1 m or 1 ft	As plotted

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
	MLS elevation antenna to TRHS distance		Distance	MLS elevation antenna — threshold distance along the centre line	MLS	3 m	Routine	Calculated	1 m or 1 ft	As plotted
	MLS DME antenna to TRHS distance		Distance	MLS DME/P antenna — threshold distance along the centre line	MLS	3 m	Essential	Calculated	1 m or 1 ft	As plotted
	Signal polar-isation		Code list	GBAS signal polarisation (GBAS/H or GBAS/E)	GBAS					
	Designated operational coverage (DOC)		Text	DOC or standard service volume (SSV) as range or service volume radius from the navaid/GBAS reference point, height and sectors, if required						
			Note 1		ILS Localiser	1 degree	Essential	Surveyed	1 degree	
					NDB	1 degree	Routine	Surveyed	1 degree	
								Surveyed		
			Note 2		Aerodrome navaid	3 m	Essential	Surveyed	1/10 sec	As plotted
					GBAS reference point	1 m		Surveyed		
					En-route	100 m	Essential	Surveyed	1 sec	
								Surveyed		

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
			Note 3		DME	30 m (100 ft)	Essential	Surveyed	30 m (100 ft)	30 m (100 ft)
					DME/P	3 m	Essential	Surveyed	3 m (10 ft)	
					GBAS reference point	0,25 m	Essential		1 m or 1 ft	

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
GNSS				A worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the intended operation						
	Name		Text	The name of the GNSS element (GPS, GBAS, GLONASS, EGNOS, MSAS, WAAS, etc.)						
	Frequency		Value	Frequency of the GNSS	As appropriate					
	Service area		Polygon	Geographical location of the GNSS service area						
	Coverage area		Polygon	Geographical location of the GNSS coverage area						
	Operating authority		Text	Name of the operating authority of the facility						
Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Aeronautical ground lights				Ground lights and other light beacons designating geographical positions that are selected by the Member State as being significant						
	Type		Text	Type of beacon						
	Designator		Text	The code assigned to uniquely identify the beacon						
	Name		Text	The name of the city or town or other identification of the beacon						
	Intensity		Value	Intensity of the light of the beacon					1000 cd	
	Character-istics		Text	Information about the characteristics of the beacon						
	Hours of operations		Schedule	The hours of operation of the beacon						
	Position		Point	Geographical location of the beacon						
Marine lights										
	Position		Point	Geographical location of the beacon						
	Visibility range		Distance	The visibility range of the beacon						
	Character-istics		Text	Information about the characteristics of the beacon						

Subject	Property	Sub-property	Type	Description	Note	Accuracy	Integrity	Orig. Type	Pub. Res.	Chart Res.
Special navigation system				Stations associated with special navigation systems (DECCA, LORAN, etc.)						
	Type		Text	Type of service available (master signal, slave signal, colour)						
	Designator		Text	The code assigned to uniquely identify the special navigation system						
	Name		Text	The textual name assigned to the special navigation system						
	Frequency		Value	Frequency (channel number, basic pulse rate, recurrence rate, as applicable) of the special navigation system						
	Hours of operations		Schedule	The hours of operation of the special navigation system						
	Position		Point	Geographical location of the special navigation system		100 m	Essential	Surveyed/ calculated		
	Operating entity		Text	Name of the operating entity of the facility						
	Facility coverage		Text	Description of the special navigation system facility coverage'.						

ANNEX III

Annex VI to Implementing Regulation (EU) 2017/373 is amended as follows:

(1) Appendix 1 is amended as follows:

(a) in Part 2 – EN-ROUTE (ENR), section ENR 3. ATS ROUTES is replaced by the following:

'**ENR 3. ATS ROUTES**

ENR 3.1 Conventional navigation routes

Detailed description of conventional navigation routes, including:

1. route designator, designation of the required communication performance (RCP) specification(s), required surveillance performance (RSP) specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

2. tracks or VOR radials to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between each successive designated significant point and, in the case of VOR radials, changeover points;

3. upper and lower limits or minimum en-route altitudes, to the nearest higher 50 m or 100 ft, and airspace classification;

4. lateral limits and minimum obstacle clearance altitudes;

5. direction of cruising levels;

6. remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, SATVOICE number, and any navigation RCP and RSP specification(s) limitations.

ENR 3.2 Area navigation routes

Detailed description of PBN (RNAV and RNP) routes, including:

1. route designator, designation of the required communication performance (RCP) specification(s), navigation specification(s) and/or required surveillance performance (RSP) specification(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including "compulsory" or "on-request" reporting points;

2. in respect of waypoints defining an area navigation route, additionally as applicable:

   (a) station identification of the reference VOR/DME;

   (b) bearing to the nearest degree and the distance to the nearest tenth of a kilometre or tenth of a nautical mile from the reference VOR/DME if the waypoint is not collocated with it;

   (c) elevation of the transmitting antenna of DME to the nearest 30 m (100 ft);

3. magnetic reference bearing to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between defined end points and distance between each successive designated significant point;

4. upper and lower limits and airspace classification;

5. direction of cruising levels;

6. the navigation accuracy requirement for each PBN (RNAV or RNP) route segment;

7. remarks, including an indication of the controlling unit, its operating channel and, if applicable, its logon address, SATVOICE number and any navigation, RCP and RSP specification(s) limitations.

ENR 3.3 Other routes

The requirement is to describe other specifically designated routes which are compulsory within specified area(s).

Description of free route airspace (FRA), as specified airspace within which users may freely plan direct routes between a defined entry point and a defined exit point, including information on the direct routing, the restrictions on the use of waypoints for direct routings and the indication in the flight plan (item 15). The prerequisites for the issuance of ATC clearances shall be described.

ENR 3.4 En-route holding

The requirement is for a detailed description of en-route holding procedures, containing:

1. holding identification (if any) and holding fix (navigation aid) or waypoint with geographical coordinates in degrees, minutes and seconds;

2. inbound track;

3. direction of the procedure turn;

4. maximum indicated airspeed;

5. minimum and maximum holding level;

6. time/distance outbound;

7. indication of the controlling unit and its operating frequency.';

(b) Part 3 – AERODROMES (AD) is amended as follows:

(i) section AD 1. AERODROMES/HELIPORTS — INTRODUCTION is replaced by the following:

'**AD 1. AERODROMES/HELIPORTS — INTRODUCTION**

AD 1.1 Aerodrome/heliport availability and conditions of use

AD 1.1.1 General conditions

Brief description of the competent authority responsible for aerodromes and heliports, including:

1. the general conditions under which aerodromes/heliports and associated facilities are available for use; and

2. a statement concerning the provisions on which the services are based and a reference to the AIP location where differences from ICAO, if any, are listed.

AD 1.1.2 Use of military air bases

Regulations and procedures, if any, concerning civil use of military air bases.

AD 1.1.3 Low-visibility procedures (LVPs)

The general conditions under which the LVPs applicable to low-visibility operations, at aerodromes, if any, are applied.

AD 1.1.4 Aerodrome operating minima

Details of aerodrome operating minima applied by the Member State.

AD 1.1.5 Other information

If applicable, other information of a similar nature.

AD 1.2 Rescue and firefighting services (RFFSs), runway surface condition assessment and reporting, and snow plan

AD 1.2.1 Rescue and firefighting services

Brief description of rules governing the establishment of RFFSs at aerodromes/heliports available for public use together with an indication of rescue and firefighting categories established by a Member State.

AD 1.2.2 Runway surface condition assessment and reporting, and snow plan

Description of runway surface condition assessment and reporting; and brief snow plan considerations for aerodromes/heliports available for public use at which snow conditions are normally liable to occur, including:

1. organisation of the runway surface condition reporting and winter service;

2. surveillance of movement areas;

3. surface condition assessment methods used; operations on specially prepared winter runways;

4. actions taken to maintain the usability of movement areas;

5. system and means of reporting;

6. the cases of runway closure;

7. distribution of information about runway surface conditions.

AD 1.3 Index of aerodromes and heliports

A list, supplemented by graphic portrayal, of aerodromes/heliports within a Member State, including:

1. aerodrome/heliport name and ICAO location indicator;

2. type of traffic permitted to use the aerodrome/heliport (international/national, IFR/VFR, scheduled/non-scheduled, general aviation, military and other);

3. reference to AIP, Part 3 subsection in which aerodrome/heliport details are presented.

AD 1.4 Grouping of aerodromes/heliports

Brief description of the criteria applied by the Member State in grouping aerodromes/heliports for production/distribution/provision of information purposes.

AD 1.5 Status of certification of aerodromes

A list of aerodromes in the Member State, indicating the status of certification, including:

1. aerodrome name and ICAO location indicator;

2. date and, if applicable, validity of certification;

3. remarks, if any.';

(ii) section AD 2. AERODROMES is amended as follows:

— point **** AD 2.7 is replaced by the following:

'****** AD 2.7 Runway surface condition assessment and reporting, and snow plan**

Information on runway surface condition assessment and reporting.

Detailed description of the equipment and operational priorities established for the clearance of aerodrome movement areas, including:

1. type(s) of clearing equipment;

2. clearance priorities;

3. use of material for movement area surface treatment;

4. specially prepared winter runways;

5. remarks.';

— point **** AD 2.19 is replaced by the following:

'**** AD 2.19 Radio navigation and landing aids**

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the aerodrome, including:

1. (a) type of aids;

   (b) magnetic variation to the nearest degree, as appropriate;

   (c) type of supported operation for ILS/MLS/GLS, basic GNSS and SBAS;

   (d) classification for ILS;

   (e) facility classification and approach facility designation(s) for GBAS;

   (f) for VOR/ILS/MLS, also station declination to the nearest degree used for technical line-up of the aid;

2. identification, if required;

3. frequency(ies), channel number(s), service provider and reference path identifier(s) (RPI(s)), as appropriate;

4. hours of operation, as appropriate;

5. geographical coordinates in degrees, minutes, seconds and tenths of seconds of the position of the transmitting antenna, as appropriate;

6. elevation of the DME transmitting antenna to the nearest 30 m (100 ft) and of the distance-measuring equipment precision (DME/P) to the nearest 3 m (10 ft), elevation of GBAS reference point to the nearest metre or foot, and the ellipsoid height of the point to the nearest metre or foot; for SBAS, the ellipsoid height of the landing threshold point (LTP) or the fictitious threshold point (FTP) to the nearest metre or foot;

7. service volume radius from the GBAS reference point to the nearest kilometre or nautical mile;

8. remarks.

   When the same aid is used for both en-route and aerodrome purposes, a description shall also be given in section ENR 4. If the ground-based augmentation system (GBAS) serves more than one aerodrome, a description of the aid shall be provided under each aerodrome. If the operating authority of the facility is other than the designated authority, the name of the operating authority shall be indicated in the remarks column. Facility coverage shall be indicated in the remarks column.';

— point **** AD 2.22 is replaced by the following:

'**** AD 2.22 Flight procedures**

Detailed description of the conditions and flight procedures, including radar and/or ADS-B procedures, established on the basis of airspace organisation at the aerodrome. When established, detailed description of the LVP at the aerodrome, including:

1. runway(s) and associated equipment authorised for use when LVP are in effect, including for operations with operational credits with RVR less than 550 m, if applicable;

2. defined meteorological conditions under which initiation, use and termination of LVP would be made;

3. description of ground marking/lighting for use under LVP;

4. remarks.';

— the following point AD 2.25 is added:

'****** AD 2.25 Visual segment surface (VSS) penetration**

Visual segment surface (VSS) penetration, including procedure and procedure minima affected.';

(iii) in Section AD 3. HELIPORTS, point AD 3.18 is replaced by the following:

'****** AD 3.18 Radio navigation and landing aids**

Detailed description of radio navigation and landing aids associated with the instrument approach and the terminal area procedures at the heliport, including:

1. (a) type of aids;

   (b) magnetic variation to the nearest degree, as appropriate;

   (c) type of supported operation for ILS/MLS/GLS, basic GNSS and SBAS;

   (d) classification for ILS;

   (e) facility classification and approach facility designation(s) for GBAS;

   (f) for VOR/ILS/MLS, also station declination to the nearest degree used for technical line-up of the aid;

2. identification, if required;

3. frequency(ies), channel number(s), service provider and reference path identifier(s) (RPI(s)), as appropriate;

4. hours of operation, as appropriate;

5. geographical coordinates in degrees, minutes, seconds and tenths of seconds of the position of the transmitting antenna, as appropriate;

6. elevation of the DME transmitting antenna to the nearest 30 m (100 ft) and of the distance-measuring equipment precision (DME/P) to the nearest 3 m (10 ft), elevation of GBAS reference point to the nearest metre or foot, and the ellipsoid height of the point to the nearest metre or foot; for SBAS, the ellipsoid height of the landing threshold point (LTP) or the fictitious threshold point (FTP) to the nearest metre or foot;

7. service volume radius from the GBAS reference point to the nearest kilometre or nautical mile;

8. remarks.

When the same aid is used for both en-route and heliport purposes, a description shall also be given in section ENR 4. If the GBAS serves more than one heliport, a description of the aid shall be provided under each heliport. If the operating authority of the facility is other than the designated authority, the name of the operating authority shall be indicated in the remarks column. Facility coverage shall be indicated in the remarks column.';

(2) Appendix 3 is replaced by the following:

'Appendix 3

SNOWTAM Format

(COM heading)	(PRIORITY INDICATOR)	(ADDRESSES)		<≡
	(DATE AND TIME OF FILING)	(ORIGINATOR'S INDICATOR)		<≡
(Abbreviated heading)	(SWAA* SERIAL NUMBER) S W * *	(LOCATION INDICATOR)	DATE-TIME OF ASSESSMENT	(OPTIONAL GROUP) <≡(
SNOWTAM →	(Serial number) <≡			

Aeroplane performance calculation section			
(AERODROME LOCATION INDICATOR)	M	A)	<≡
(DATE/TIME OF ASSESSMENT *(Time of completion of assessment in UTC)*)	M	B)	→
(LOWER RUNWAY DESIGNATION NUMBER)	M	C)	→
(RUNWAY CONDITION CODE (RWYCC) ON EACH RUNWAY THIRD) (From Runway Condition Assessment Matrix (RCAM) 0, 1, 2, 3, 4, 5 or 6)	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 (Observed on each runway third, starting from threshold having the lower runway designation number) COMPACTED SNOW DRY DRY SNOW DRY SNOW ON TOP OF COMPACTED SNOW DRY SNOW ON TOP OF ICE FROST ICE SLIPPERY WET SLUSH SPECIALLY PREPARED WINTER RUNWAY 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 CONDITIONS CODES APPLY, IF LESS THAN PUBLISHED WIDTH)	O	H)	<≡≡
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 RUNWAY)	O	L)	→
(SNOWBANKS ON THE RUNWAY (If present, distance from runway centre line (m) followed by 'L', 'R' or 'LR' as applicable))	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 *Instructions for the completion of the SNOWTAM format, paragraph 1, item b).*			

SIGNATURE OF ORIGINATOR *(not for transmission)*

INSTRUCTIONS FOR THE COMPLETION OF THE SNOWTAM FORMAT

1. **General**

(a) When reporting on more than one runway, repeat Items B to H (aeroplane performance calculation section).

(b) The letters used to indicate items are only used for reference purpose and shall not be included in the messages. The letters, M (mandatory), C (conditional) and O (optional) mark the usage and information and shall be included as explained below.

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

(d) The maximum validity of SNOWTAM is 8 hours. New SNOWTAM shall be issued whenever a new runway condition report is received.

(e) A SNOWTAM cancels the previous SNOWTAM.

(f) The abbreviated heading "TTAAiiii CCCC MMYYGGgg (BBB)" is included to facilitate the automatic processing of SNOWTAM messages in computer databanks. The explanation of these symbols is:

TT = data designator for SNOWTAM = SW;

AA = geographical designator for Member States, e.g. LF = FRANCE;

iiii = SNOWTAM serial number in a four-digit group;

CCCC = four-letter location indicator of the aerodrome to which the SNOWTAM refers;

MMYYGGgg = date/time of observation/measurement, whereby:

MM = month, e.g. January = 01, December = 12;

YY = day of the month;

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. *Brackets in (BBB) shall be used to indicate that this group is optional. When reporting on more than one runway and individual dates/times of observation/assessment are indicated by repeated Item B, the latest date/time of observation/assessment shall be inserted in the abbreviated heading (MMYYGGgg).*

(g) The text "SNOWTAM" in the SNOWTAM Format and the SNOWTAM serial number in a four-digit group shall be separated by a space, e.g. SNOWTAM 0124.

(h) For readability purposes for the SNOWTAM message, a linefeed shall be included after the SNOWTAM serial number, after Item A, and after the aeroplane performance calculation section.

(i) When reporting on more than one runway, repeat the information in the aeroplane performance calculation section from the date and time of assessment for each runway before the information in the situational awareness section.

(j) Mandatory information is:

(1) AERODROME LOCATION INDICATOR;

(2) DATE AND TIME OF ASSESSMENT;

(3) LOWER RUNWAY DESIGNATOR NUMBER;

(4) RUNWAY CONDITION CODE FOR EACH RUNWAY THIRD; and

(5) CONDITION DESCRIPTION FOR EACH RUNWAY THIRD (when runway condition code (RWYCC) is reported 0–6)

2. **Aeroplane performance calculation section**

Item A — Aerodrome location indicator (four-letter location indicator).

Item B — Date and time of assessment (eight-figure date/time group giving time of observation as month, day, hour and minute in UTC).

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

Only one runway designator shall be inserted for each runway and always the lower number.

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).

Item E — Per cent coverage for each runway third. When provided, insert 25, 50, 75 or 100 for each runway third, separated by an oblique stroke ([n]nn/[n]nn/[n]nn).

This information shall be provided only when there is a condition description for each runway third (Item G) that has been reported other than "DRY".

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

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).

This information shall only be provided for the following contamination types:

— *standing water, values to be reported 04, then assessed value. Significant changes 3 mm;*

— *slush, values to be reported 03, then assessed value. Significant changes 3 mm;*

— *wet snow, values to be reported 03, then assessed value. Significant changes 5 mm; and*

— *dry snow, values to be reported 03, then assessed value. Significant changes 20 mm.*

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

Item G — Condition description for each runway third. Any of the following condition descriptions for each runway third, separated by an oblique stroke, shall be inserted.

COMPACTED SNOW

DRY SNOW

DRY SNOW ON TOP OF COMPACTED SNOW

DRY SNOW ON TOP OF ICE

FROST

ICE

SLIPPERY WET

SLUSH

SPECIALLY PREPARED WINTER RUNWAY

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)

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

Item H — Width of runway to which the runway condition codes apply. The width in metres, if less than the published runway width, shall be inserted.

3. **Situational awareness section**

Elements in the situational awareness section shall end with a full stop.

Elements in the situational awareness section for which no information exists, or where the conditional circumstances for publication are not fulfilled, shall be left out completely.

Item I — Reduced runway length. The applicable runway designator and available length in metres shall be inserted (e.g. RWY nn [L] *or* nn [C] *or* nn [R] REDUCED TO [n]nnn).

This information is conditional when a NOTAM has been published with a new set of declared distances.

Item J — Drifting snow on the runway. When reported, "DRIFTING SNOW" shall be inserted with a space "DRIFTING SNOW" (RWY nn *or* RWY nn[L] *or* nn[C] *or* nn[R] DRIFTING SNOW).

Item K — Loose sand on the runway. When loose sand is reported on the runway, the lower runway designator shall be inserted with a space "LOOSE SAND" (RWY nn *or* RWY nn[L] *or* nn[C] *or* nn[R] LOOSE SAND).

Item L — Chemical treatment on the runway. When chemical treatment has been reported applied, the lower runway designator shall be inserted with a space "CHEMICALLY TREATED" (RWY nn or RWY nn[L] or nn[C] or nn[R] CHEMICALLY TREATED).

Item M — Snowbanks on the runway. When snowbanks are reported present on the runway, the lower runway designator shall be inserted with a space "SNOWBANK" 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] SNOWBANK Lnn *or* Rnn *or* LRnn FM CL).

Item N — Snowbanks on a taxiway. When snowbanks are present on taxiway(s), the taxiway(s) designator(s) shall be inserted with a space "SNOWBANKS" (TWY [nn]n *or* TWYS [nn]n/[nn]n/[nn]n… *or* ALL TWYS SNOWBANKS).

Item O — Snowbanks adjacent to the runway. When snowbanks are reported present, penetrating the height profile in the aerodrome snow plan, the lower runway designator and "ADJ SNOWBANKS" shall be inserted (RWY nn *or* RWY nn[L] *or* nn[C] *or* nn[R] ADJ SNOWBANKS).

Item P — Taxiway conditions. When taxiway conditions are reported slippery or poor, the taxiway designator followed by a space "POOR" shall be inserted (TWY [n *or* nn] POOR *or* TWYS [n *or* nn]/[n *or* nn]/[n *or* nn] POOR… *or* ALL TWYS POOR).

Item R — Apron conditions. When apron conditions are reported slippery or poor, the apron designator followed by a space "POOR" shall be inserted (APRON [nnnn] POOR *or* APRONS [nnnn]/[nnnn]/[nnnn] POOR *or* ALL APRONS POOR).

Item S — (NR) Not reported.

Item T — Plain-language remarks.'.