

ANNEX III

Draft Annex III to draft Commission Implementing Regulation (EU) .../... amending Implementing Regulation (EU) 2017/373 as regards the requirements for aeronautical data catalogue and aeronautical information publication

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

1. In Appendix 1, 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; and
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; and
 - 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; and
 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; and
7. indication of the controlling unit and its operating frequency.';

2. In Appendix 1, PART 3 – AERODROMES (AD), is amended as follows:

- (a) 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; and
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); and
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; and
3. remarks, if any.';

(b) In Section AD 2. AERODROMES, points:

- **** AD 2.7 Seasonal availability– clearing;
- **** AD 2.19 Radio navigation and landing aids;
- **** AD 2.22 Flight procedures

are respectively 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.’;

‘ **** 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; and
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; and
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.’;

‘ **** 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; and
 4. remarks.’;
- (c) In Section AD 2. AERODROMES, the following point **** AD 2.25 Visual segment surface (VSS) penetration, is added:
- ‘ **** AD 2.25 Visual segment surface (VSS) penetration
- Visual segment surface (VSS) penetration, including procedure and procedure minima affected.’;
- (d) In Section AD 3. HELIPORTS, point **** AD 3.18 Radio navigation and landing aids, 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; and
 - 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 DME/P to the nearest 3 m (10 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; and

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.’.

3. 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)				(LOCATION INDICATOR)				DATE-TIME OF ASSESSMENT				(OPTIONAL GROUP)	
	S	W	*	*										
SNOWTAM →		(Serial number) <=>												
Aeroplane performance calculation section														
(AERODROME LOCATION INDICATOR)												M	A)	<=>
(DATE/TIME OF ASSESSMENT <i>(Time of completion of assessment in UTC)</i>)												M	B)	→
(LOWER RUNWAY DESIGNATION NUMBER)												M	C)	→
(RUNWAY CONDITION CODE (RWYCC) ON EACH RUNWAY THIRD) <small>(From Runway Condition Assessment Matrix (RCAM) 0, 1, 2, 3, 4, 5 or 6)</small>												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 <small>(Observed on each runway third, starting from threshold having the lower runway designation number)</small>												M	G)	//
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														→
(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 <small>(If present, distance from runway centre line (m) followed by 'L', 'R' or 'LR' as applicable))</small>												O	M)	→
(SNOWBANKS ON A TAXIWAY)												O	N)	→
(SNOWBANKS ADJACENT TO THE RUNWAY)												O	O)	→
(TAXIWAY CONDITIONS)												O	P)	→
(APRON CONDITIONS)												O	R)	→
(MEASURED FRICTION COEFFICIENT)												O	S)	→
(PLAIN-LANGUAGE REMARKS)												O	T)) <=>
NOTES: 1. *Enter ICAO nationality letters as given in ICAO Doc 7910, Part 2, or otherwise applicable aerodrome identifier. 2. Information on other runways, repeat from B to H. 3. Information in the situational awareness section repeated for each runway, taxiway and apron. Repeat as applicable, when reported. 4. Words in brackets () not to be transmitted. 5. For letters A) to T) refer to the <i>Instructions for the completion of the SNOWTAM format, paragraph 1, item b).</i>														

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 MMYGGgg (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.'