

# CERTALERT

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ADVISORY \* CAUTIONARY \* NON-DIRECTIVE

FOR INFORMATION, CONTACT CERTIFICATION BRANCH, AAS-310 / (202) 267-8729

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DATE: 7 July, 2000 NO. 00-02

TO: AIRPORT CERTIFICATION SAFETY INSPECTORS

TOPIC: NOTAM PROCEDURAL CHANGES: SNOW NOTICES TO AIRMEN

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Air Traffic Planning and Procedures (ATP-300) recently issued NOTICE N7930.63. The NOTICE contains guidance in the issuance of snow NOTAMs with respect to snow measurement values, identification of the type of device used in performing friction measurement/MU readings, and the inclusion of issue times for snow NOTAMs and friction measurements.

A copy is attached. ACSIs should ensure that airport operators are aware of the changes and follow the new procedures as described in Section 7 of the NOTICE. This NOTICE is in preparation for the 2000-2001 snow season.

OSB

7 July, 2000

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Benedict D. Castellano  
Manager, Airport Safety  
And Certification Branch (AAS-310)

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Date

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N7930.63

Cancellation  
Date: 01/25/01

**SUBJ:** SNOW NOTICES TO AIRMEN (NOTAM) PROCEDURAL CHANGES

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1. **PURPOSE.** This notice provides guidance in the issuance of snow NOTAM's on a new snow measurement value, identification of the type of device used in performing friction measurement/MU readings, and the inclusion of issue times for snow NOTAM's and friction measurements.
2. **DISTRIBUTION.** This notice is distributed to selected offices in Washington Headquarters Regional Offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, all Air Traffic Field Facilities, International Aviation Field Offices, and interested aviation parties.
3. **BACKGROUND.** As a result of safety concerns brought before the national joint industry/government NOTAM Work Group by major users of the National Airspace System (NAS) and the Airport Design Division of the FAA, it was determined by the group that the way NOTAM's are issued for snow, its measurement, and MU readings needed to be changed.
4. **EFFECTIVE DATE.** June 26, 2000.
5. **RESPONSIBILITIES.** The Office of Airport Safety and Standards (AAS) will be responsible for notifying airport operators of these reporting changes to the NOTAM system. The suggested formats may not have all the devices used in performing measurements, and those additional devices not mentioned may be included in any future NOTAM's. Upon receipt, the flight service specialist will include the 1/4 inch depth measurement, the type of device used in performing friction measurements, and the reporting time of a snow NOTAM and/or friction measurement.
6. **POLICY.** Upon publication of this NOTICE, all snow NOTAM's and friction measurements will be issued in accordance with these new NOTAM formats. Pending formal change to Order 7930.2G, Notices to Airmen (NOTAM's), the procedures described in this NOTICE will be used.
7. **PROCEDURES.**
  - a. Order 7930.2G, paragraph 5-1-3, subparagraph c.4.(a) is revised as follows:
    - (a) MU values describe each third of a runway. Do not combine runways into a single NOTAM. NOTAM's shall not be issued if all readings are above the value 40. If a NOTAM was issued and the airport manager advises that the readings are above 40, the

**EXAMPLE-**

***!DCA DCA 18 RFT MU 52/30/42 WEF 0012251000***

***!RIC RIC 34 TAP MU 42/35/48 WEF 0012251200***

**NOTE-**

1. *These examples show that some segment values may be above the value of 40 and still be contained in a NOTAM D.*
2. *Friction measuring reports are to be expressed using the name of the FAA-approved device, followed by the "MU" (pronounced "mew"), followed by the reported values and the time of the measurement.*

3. Use the following abbreviations to indicate the type of friction measuring device used:

**BOW** Bowmonk Decelerometer (Bowmonk Sales)

**BRD** Brakemeter-Dynamometer

**ERD** Electronic Recording Decelerometer (Bowmonk)

**GRT** Griptester (Findlay, Irvine, LTD.)

**MUM** Mark 4 Mu Meter (Bison Instruments, Inc.)

**RFT** Runway friction tester (K.J. LAW Engineers, Inc.)

**SFH** Surface friction tester (high pressure tire) (Saab, Airport Surface Friction Tester AB)

**SFL** Surface friction tester (low pressure tire) (Saab, Airport Surface Friction Tester AB)

**SKH** Skiddometer (high pressure tire) (AEC, Airport Equipment Co.)

**SKL** Skiddometer (low pressure tire) (AEC, Airport Equipment Co.)

**TAP** Tapley Decelerometer (Tapley Sales)

b. Change paragraph 5-1-4, REPORTING OF SNOW, ICE, SLUSH, AND WATER CONDITIONS as follows:

b. Measurement. The depth is always expressed in terms of thin (less than 1/4 inch), 1/4 inch, 1/2 inch, and 1 inch. When 1 inch is reached, additional reports should be in multiples of 1 inch and the use of fractions discontinued. If a variable amount is reported, such as 3 to 5 inches, show the greater depth. When a snow depth of 35 inches is reached, additional reports should be in multiples of feet only. If a report is halfway between two reportable values, round to the next higher reportable value.

**EXAMPLE-**

*!MIV MIV 10/28 1/4 IN LSR WEF 0012251505*

c. Change paragraph 5-1-4 e. to read:

Every snow NOTAM shall have the time that the conditions were observed by the airport operator as the last element of the NOTAM. If no time given, inquire as to when the condition was observed, if still unable to obtain a time, use the time when the NOTAM information was given to the flight service specialist. See snow NOTAM examples in paragraph 5-1-4 d. for guidance.

d. Add paragraph 5-1-4 f.

Each NOTAM on snow, ice, slush, and water shall contain coverage, measurement (if known), conditions, and time of NOTAM observation issued, in that order.

Jeff Griffith  
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