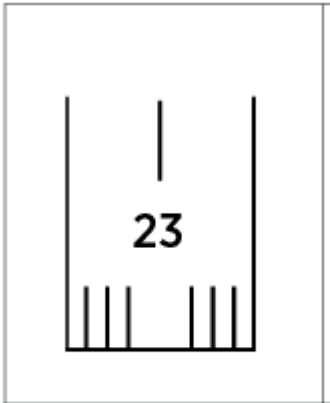
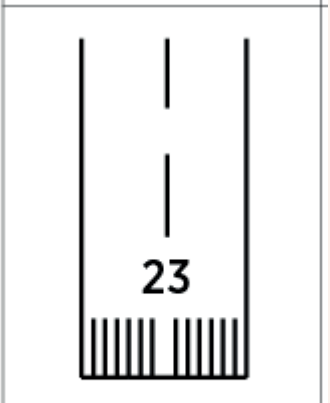


# Corrections to the book "Air Law and Operational Procedures"

Edition 2, 2021

PAGE	CORRECTION
41	<p>These are the correct illustrations for these threshold markings.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 10px; text-align: center;">  <p data-bbox="282 1058 524 1085">Normal threshold marking</p> </div> <div style="border: 1px solid black; padding: 10px; text-align: center;">  <p data-bbox="632 1058 873 1116">Normal threshold marking Runway width over 45 m</p> </div> </div>
47	The abbreviation for Pilot Controlled Lighting is PCL.
49	Obstacles higher than 45 m but below 150 m may be lit by either low or high intensity lights.
67 & 188	The way braking action is reported have changed. Friction and common terms are not used anymore. Instead, a common runway condition code (RWYCC) is used. It ranges from 6 to 1, where 6 is a dry runway with optimum braking action, and where 1 is poor and icy. Phraseology is changed to RUNWAY ZERO THREE, SURFACE CONDITION CODE FIVE, FIVE, FOUR.

PAGE	CORRECTION														
218	<p>SNOWTAM has a new format due to the new reporting rules. Please see below:</p> <div data-bbox="299 318 1167 1273" style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p><b>SNOWTAM</b> Runway conditions published as text mainly come in two formats, SNOWTAM and MOTNE. SNOWTAM is part of NOTAM and MOTNE is part of METAR. MOTNE is an abbreviated version of SNOWTAM which follows a similar logic.</p> <p>SNOWTAM is a specific NOTAM to report the presence of hazardous conditions such as snow, ice, slush and standing water on the movement area. SNOWTAM is issued at least once a day during the winter period before the daily traffic commences and it is valid for 24 h. A SNOWTAM consists of several runway condition codes that all have a unique function. An example of a SNOWTAM:</p> <pre style="color: #00AEEF; font-family: monospace;">&gt;&gt;&gt; ESGG/GOTEBORG/LANDVETTER &lt;&lt;&lt; SNOWTAM ESGG 02011753 03 5/5/5 100/100/100 03/03/03 WET SNOW/WET SNOW/WET SNOW RWY 03 CHEMICALLY TREATED</pre> <p><b>Förklaring:</b></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">ESGG</td> <td>AERODROME ICAO-DESIGNATOR</td> </tr> <tr> <td>02011753</td> <td>DATE (0201) AND TIME FOR THE OBSERVATION (1753 UTC)</td> </tr> <tr> <td>03</td> <td>RUNWAY DESIGNATOR</td> </tr> <tr> <td>5/5/5</td> <td>RUNWAY CONDITION CODE<sup>1</sup> (For each third of the runway)</td> </tr> <tr> <td>100/100/100</td> <td>PERCENTAGE COVERED (For each third of the runway)</td> </tr> <tr> <td>03/03/03</td> <td>DEPTH (For each third of the runway)</td> </tr> <tr> <td>WET (...)</td> <td>TYPE OF CONTAMINANT (For each third of the runway)</td> </tr> </table> <p>At the end of the SNOWTAM any extra information is publishes in plain text. This can include if there are snow banks along the runway, information regarding conditions on aprons and taxiways. In the example there is a plain text information segment about the runway having been chemically treated.</p> </div>	ESGG	AERODROME ICAO-DESIGNATOR	02011753	DATE (0201) AND TIME FOR THE OBSERVATION (1753 UTC)	03	RUNWAY DESIGNATOR	5/5/5	RUNWAY CONDITION CODE <sup>1</sup> (For each third of the runway)	100/100/100	PERCENTAGE COVERED (For each third of the runway)	03/03/03	DEPTH (For each third of the runway)	WET (...)	TYPE OF CONTAMINANT (For each third of the runway)
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03/03/03	DEPTH (For each third of the runway)														
WET (...)	TYPE OF CONTAMINANT (For each third of the runway)														
218	SNOWTAMs are now valid for 8 hours.														
226	<p>The solution provided to question 6.5 is not correct. Refer to the text below for the correct explanation.</p> <div data-bbox="262 1469 1201 1831" style="background-color: #ADD8E6; padding: 10px; margin: 10px 0;"> <p>5. Since it is 25 degrees colder than ISA, we will need to multiply by a factor of 10% to calculate our desired indicated altitude. This is because the altimeter in cold conditions will show a higher altitude than we actually have.</p> <p>Our desired true flight altitude is the obstacle height + minimum obstacle-free altitude, which in this case is 500 feet. This height must then be temperature corrected by 10%. This gives us:</p> <math display="block">(3303 + 500) * 1.1 = 4183.8.</math> <p>Lowest usable indicated altitude is therefore 4200 feet. We do not need to use the semi-circular rule as we are not above 3000 feet AGL.</p> </div>														