



Aviation Weather Observing Bulletin

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Snow Cover Remarks

Note: This bulletin applies to stations where there are no Synoptic observation being completed and the snow cover is considered critical for the forecast operations.

The list of stations at the end of this report **shall** provide a description of the snow cover in the remarks at the 1200z observation (or first observation of the day) between October 1 and April 30. That remark is **SNW CVR/** followed by one of the 6 options: **NIL**, **HARD PACK**, **MEDIUM PACK**, **TRACE LOOSE**, **ONE LOOSE** or **MUCH LOOSE**.

Remark followed by a description

SNW CVR/NIL: No snow on the ground.

SNW CVR/HARD PACK: Top layer of snow is crusted or packed to the extent in which a person walking on the snow will leave minimal tracks.

SNW CVR/MEDIUM PACK: Top layer of snow is crusted or packed but a person walking on the snow can easily break through the layer.

SNW CVR/TRACE LOOSE: This term would be used when there is less than one centimeter of loose snow cover. The most common occurrence is when there is an accumulation of ice crystals but the amount is minimal.

SNW CVR/ONE LOOSE: This term would be used when there is around one centimeter of loose snow on the surface.

SNW CVR/MUCH LOOSE: This would indicate when there is more than one centimeter of loose snow on the surface.

Province followed by a list of stations

Manitoba: Berens River, Flin Flon

Northwest Territories: Aklavik, Deline, Fort Good Hope, Fort Liard, Fort McPherson, Fort Resolution, Gameti, Lutsel k'e, Paulatuk, Sachs Harbour, Tuktoyaktuk, Tulita, Ulukhatok, Wrigley.

Nunavut: Arctic Bay, Arviat, Cape Dorset, Chesterfield Inlet, Clyde River, Gjoa Haven, Grise Fiord, Hall Beach, Igloolik, Kimmirut, Kugaaruk, Pangnirtung, Pond Inlet, Qikiqtarjuaq, Repulse Bay, Sanikiluaq, Whale Cove

Saskatchewan: Buffalo Narrows

This aviation weather observing bulletin is a publication of the Meteorological Service of Canada, Monitoring and Data Services Directorate, Surface Weather and Aviation Networks. Comments or suggestions for content should be addressed to: Head, National Aviation Monitoring Section, 4905 Dufferin Street, Downsview, Ontario M3H 5T4.