

SIERRA LEONE CIVIL AVIATION REGULATIONS



PART 3 – AERONAUTICAL METEOROLOGICAL SERVICE

FEBRUARY 2024

PREAMBLE

WHEREAS, The Director-General shall have power to perform such acts, including the conduct of investigations, to issue and amend orders, rules, regulations and procedures pursuant to and in accordance with the Civil Aviation Act, 2023.

WHEREAS, the Director- General shall have power to publish all reports, orders, decisions, rules, and regulations issued under Civil Aviation Act, 2023 in such form and manner as may be best adapted for public information and use;

NOW THEREBY, The Director General under the powers given by Article 17(1) and 17(2)(a) of the Civil Aviation Act, 2023 issue the following regulations which supersedes previous regulations on Aeronautical Meteorological Service.

1. SHORT TITLE

This regulation may be cited as Sierra Leone Civil Aviation Regulation “SLCAR Part 3- Aeronautical Meteorological Service”

2. EFFECTIVE DATE

This Regulation shall come into force as of the 5th day of February 2024.



Ms Musayeroh Barrie
Director General



TABLE OF CONTENTS

GENERAL.....	5
1. DEFINITIONS	5
1.1 Definitions	5
1.2 Terms Used with a Limited Meaning	10
2. GENERAL PROVISIONS.....	10
2.1 Objective, determination and provision of meteorological service	11
2.2 Supply, use, Quality Management and Interpretation of Meteorological Information.	11
2.3 Notifications Required from Operators	12
3. GLOBAL SYSTEMS, SUPPORTING CENTRES AND METEOROLOGICAL OFFICES	
METEOROLOGICAL OFFICES.....	13
3.1 World area forecast system.....	13
3.2 World area forecast centres	13
3.3 Aerodrome Meteorological Offices.....	14
3.4 Meteorological Watch Office (WMO)	15
3.5 Volcanic ash advisory centres	15
4. METEOROLOGICAL OBSERVATIONS AND REPORTS	15
4.1 Aeronautical meteorological stations and observations	16
4.2 Agreement between air traffic services providers and Aeronautical Meteorological Service Providers.....	16
4.3 Routine Observations and Reports	17
4.4 Special Observations and Reports	17
4.5 Contents of reports.....	17
4.6 Observing and Reporting Meteorological Elements	18
4.7 Reporting of Meteorological Information from Automatic Observing Systems.....	19
5. AIRCRAFT OBSERVATIONS AND REPORTS	20
5.1 Obligation of the State.....	20
5.2 Types of aircraft observations	20
5.3 Routine Aircraft Observation - Designation.....	20
5.4 Routine Aircraft Observations - Exemptions	20
5.5 Special Aircraft Observations.....	20
5.6 Other Non-Routine Aircraft Observations	21
5.7 Reporting of Aircraft Observations during Flight	21
5.8 Relay of Air-Reports by air traffic service Units	21
6. FORECASTS	21
6.1 Use of Forecasts.....	21
6.2 Aerodrome forecasts.....	21
6.3 Landing forecasts.....	22
6.4 Forecasts for Take-off	22

7.	SIGMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS.....	22
7.1	SIGMET Information	23
7.2	Aerodrome warnings	23
7.3	Wind shear warnings and alerts.....	23
8.	AERONAUTICAL CLIMATOLOGICAL INFORMATION.....	24
8.1	General Provisions.....	24
8.2	Aerodrome climatological tables.....	24
8.3	Aerodrome climatological summaries.....	24
8.4	Copies of meteorological observational data.....	24
9.	SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS	25
9.1	General Provisions.....	25
9.2	Briefing, Consultation and Display	26
9.3	Flight Documentation	27
9.4	Automated Pre-Flight Information Systems for Briefing, Consultation, Flight Planning and Flight Documentation.....	27
9.5	Information for Aircraft in Flight.....	28
10.	INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES	28
10.1	Information for Air Traffic Services Units.....	28
10.2	Information for Search and Rescue Services Units	28
10.3	Information for Aeronautical Information Services Units	28
11.	REQUIREMENTS FOR AND USE OF COMMUNICATIONS.....	28
11.1	Requirements for Communications	29
11.2	Use of Aeronautical Fixed Service Communications and the Public Internet - Meteorological Bulletins	29
11.3	Use of Aeronautical Mobile Service Communications	30
11.4	Use of Aeronautical Data Link Service —Contents of D-VOLMET	30
11.5	Use of aeronautical broadcasting service —contents of VOLMET broadcast.....	30
12.	ADMINISTRATIVE REQUIREMENTS.....	30
12.1	Training and Personnel Requirement	30
12.2	Operations Manual	30
12.3	Documentation.....	31
12.4	Records	31
12.5	Facility Requirements.....	31
12.6	Meteorological Instruments.....	32
12.7	Equipment Installation, Maintenance and calibration.....	32
	IMPLEMENTING STANDARDS (IS).....	33
	IS 9.3 FLIGHT DOCUMENTATION — MODEL CHARTS AND FORMS	34
	IS 4 TECHNICAL SPECIFICATIONS RELATED TO METEOROLOGICAL OBSERVATIONS AND REPORTS	48

IS 6	TECHNICAL SPECIFICATIONS RELATED TO FORECASTS	77
IS 5	TECHNICAL SPECIFICATIONS RELATED TO AIRCRAFT OBSERVATIONS AND REPORTS	91
IS 7	TECHNICAL SPECIFICATIONS RELATED TO SIGMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS	99
IS 8	TECHNICAL SPECIFICATIONS RELATED TO AERONAUTICAL CLIMATOLOGICAL INFORMATION.....	118
IS 9	TECHNICAL SPECIFICATIONS RELATED TO SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS	119
IS 10	TECHNICAL SPECIFICATIONS RELATED TO INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES.....	127
IS 11	TECHNICAL SPECIFICATIONS RELATED TO REQUIREMENTS FOR AND USE OF COMMUNICATIONS	131

GENERAL

In transposing ICAO Annex 3 to develop these regulations the Amendments 1-80 have been considered.

1. DEFINITIONS

1.1 Definitions

When the following terms are used in this “Air Navigation Services for Meteorological Services” have the following meanings.

- a) **Aerodrome:** 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.
- b) **Aerodrome climatological summary:** Concise summary of specified meteorological elements at an aerodrome, based on statistical data.
- c) **Aerodrome climatological table:** Table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.
- d) **Aerodrome control tower:** A unit established to provide air traffic control service to aerodrome traffic.
- e) **Aerodrome elevation:** The elevation of the highest point of the landing area.
- f) **Aerodrome meteorological office:** An office, located at an aerodrome, designated to provide meteorological service for air navigation.
- g) **Aerodrome reference point:** The designated geographical location of an aerodrome.
- h) **Aeronautical fixed service (AFS):** A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.
- i) **Aeronautical fixed telecommunication network (AFTN):** A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.
- j) **Aeronautical meteorological station:** A station designated to make observations and meteorological reports for use in air navigation.
- k) **Aeronautical mobile service (RR S1.32):** A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may be also participate in this service on designated distress and emergency frequencies.
- l) **Aeronautical telecommunication stations:** A station in the aeronautical telecommunication service.
- m) **Aircraft:** Any machines that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface.

- n) **Aircraft observation:** The evaluation of one or more meteorological elements made from an aircraft in flight.
- o) **Air-report:** A report from an aircraft in flight prepared in conformity with requirements for position, and operational and/ or meteorological reporting.
- p) **Air traffic services unit:** A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.
- q) **Alternate aerodrome:** An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to precede to or to land at the aerodrome of intended landing. Alternate aerodromes include the following:
 - r) **Take-off alternate:** An alternate aerodrome at which an aircraft can land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.
 - s) **En-route alternates:** An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition while en route.
 - t) **ETOPS en-route alternate:** A suitable and appropriate alternate aerodrome at which an aero plan would be able to land after experiencing an engine shut-down or other abnormal or emergency condition while en route in an ETOPS operation.
 - u) **Destination alternate:** An alternate aerodrome to which an aircraft may proceed should it become impossible or inadvisable to land at the aerodrome of intended landing.
 - v) **Altitude:** The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL)
 - w) **Approach control unit:** A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.
 - x) **Appropriate ATS authority:** The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.
 - y) **Area control centre:** A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.
 - z) **Area navigation (RNAV):** A method of navigation which permits aircraft operations on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.
- aa) **Authority:** means Sierra Leone civil Aviation Authority
- bb) **Automatic dependent surveillance (ADS):** A surveillance technique in which aircraft automatically provide, via a data link, data derived from on-board navigation and position-fixing systems, including aircraft identification, four-dimensional position and additional data as appropriate.
- cc) **Automatic dependent surveillance — contract (ADS-C).** A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports
- dd) **Briefing:** Oral commentary on existing and/or expected meteorological conditions.
- ee) **Cloud of operational significance:** A cloud with the height of cloud base below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater or a

- cumulonimbus cloud or a towering cumulus cloud at any height.
- ff) **Consultation:** Discussion with a meteorologist or another qualified person of existing and/or expected meteorological conditions relating to flight operations; a discussion includes answers to questions.
 - gg) **Control area:** A controlled airspace extending upwards from a specified limit above the earth.
 - hh) **Cruising level:** A level maintained during a significant portion of a flight.
 - ii) **Elevation:** The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.
 - jj) **Extended range operation:** Any flight by an aero plane with two turbine power units where the Flight time at the one power-unit inoperative cruise speed (in ISA and still air conditions), from a point on the route to an adequate alternate aerodrome, is greater than the threshold time approved by the State of the Operator.
 - kk) **Flight crew member:** A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.
 - ll) **Flight documentation:** Written or printed documents, including charts or forms containing meteorological information for a flight
 - mm) **Flight information centre:** A unit established to provide flight information service and alerting service.
 - nn) **Flight information region:** An airspace of defined dimensions within which flight information service and alerting service are provided.
 - oo) **Flight level:** A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hpa), and is separated from other such surfaces by specific pressure intervals.
 - pp) **Forecast:** A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.
 - qq) **Grid point data in digital form:** Computer processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use.
 - rr) **Height:** The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.
 - ss) **Human Factors principles:** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.
 - tt) **ICAO meteorological information exchange model (IWXXM).** A data model for representing aeronautical meteorological information
 - uu) **International airways volcano watch (IAVW):** International arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere.
 - vv) **Level:** A generic term relating to vertical position of an aircraft in flight and meaning variously height, altitude or flight level.
 - ww) **Aeronautical Meteorological Service Provider:** The agency or organization providing or

- arranging for the provision of aeronautical meteorological service on behalf of the State.
- xx) **Meteorological bulletin:** A text comprising meteorological information preceded by an appropriate heading.
 - yy) **Meteorological information:** Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.
 - zz) **Meteorological office:** An office designated to provide meteorological service for air navigation.
 - aaa) **Meteorological report:** A statement of observed meteorological conditions related to a specified time and location.
 - bbb) **Meteorological satellite:** An artificial Earth satellite making meteorological observations and transmitting these observations to Earth.
 - ccc) **Meteorological Watch Office (MWO):** An office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility.
 - ddd) **Minimum sector altitude:** The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft.) above all objects located in the area contained within a sector of a circle of 46 km (25 NM) radius centered on a radio aid to navigation.
 - eee) **Navigation specification:** A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:
 - fff) **Required navigation performance (RNP) specification:** A 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.
 - ggg) **Area navigation (RNAV) specification:** A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.
 - hhh) **Observation (meteorological):** The evaluation of one or more meteorological elements.
 - iii) **Operational control:** The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.
 - jjj) **Operational flight plan:** The operator's plan for the safe conduct of the flight based on considerations of aero plane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.
 - kkk) **Operational planning:** The planning of flight operations by an operator.
 - lll) **Operator:** A person, organization or enterprise engaged in or offering to engage in an aircraft operation.
 - mmm) **Performance-based navigation (PBN):** Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace
 - nnn) **Pilot-in-command:** The pilot designated by the operator, or in the case of general aviation,

- the owner, as being in command and charged with the safe conduct of a flight.
- ooo) **Prevailing visibility:** The greatest visibility value, observed in accordance with the definition of “visibility”, which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.
- ppp) This value may be assessed by human observation and/or instrumented systems. When instruments are installed, they are used to obtain the best estimate of the prevailing visibility.
- qqq) **Prognostic chart:** A forecast of a specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart.
- rrr) **Quality assurance.** Part of quality management focused on providing confidence that quality requirements will be fulfilled (ISO 9000*).
- sss) **Quality control.** Part of quality management focused on fulfilling quality requirements (ISO 9000*)
- ttt) **Quality management:** coordinated activities to direct and control an organization with regard to quality (ISO 9000)
- uuu) **Regional air navigational agreement:** agreement approved by council of ICAO normally on the advice of a regional air navigation meeting.
- vvv) **Reporting point:** A specified geographical location in relation to which the position of an aircraft can be reported.
- www) **Rescue coordination centre:** A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.
- xxx) **Runway:** A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
- yyy) **Runway visual range (RVR):** The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.
- zzz) **Search and rescue services unit:** A generic term meaning, as the case may be, rescue coordination centre, rescue sub-centre or alerting post.
- aaaa) **SIGMET information:** Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.
- bbbb) **Space weather centre:** A centre designated to monitor and provide advisory and space weather phenomena expected to affect high frequency radio communications, communication via satellite, GNSS-based navigation and surveillance system and/or pose a radiation risk to aircraft occupants.
- cccc) **Standard isobaric surface:** An isobaric surface used on a worldwide basis for representing and analyzing the conditions in the atmosphere.
- dddd) **State volcanic observatory:** A volcano observatory, designated by regional air navigation agreement, to monitor active or partially active volcanos within a state and to provide information on volcanic activity to its associated area control centre/flight

- information centre, meteorological watch office and volcanic ash advisory centre.
- eeee) **Threshold:** The beginning of that portion of the runway usable for landing.
- ffff) **Touchdown zone:** The portion of a runway, beyond the threshold, where it is intended landing aero planes first contact the runway.
- gggg) **Upper-air charts:** A meteorological chart relating to a specified upper-air surface or layer of the atmosphere.
- hhhh) **Visibility:** Visibility for aeronautical purposes is the greater of: the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;
- iiii) The greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.
- jjjj) **Volcanic Ash Advisory Center (VAAC):** A meteorological center designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centers, flight information centers, world area forecast centers and intentional OPMET data banks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.
- kkkk) **VOLMET:** Meteorological information for aircraft in flight.
- llll) **Data link-VOLMET (D-VOLMET):** Provision of current aerodrome routine meteorological reports (METAR) and aerodrome special meteorological reports (SPECI), aerodrome forecasts (TAF), SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link
- mmmm) **VOLMET broadcast:** Provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.
- nnnn) **World area forecast centre (W AFC):** A meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States by appropriate means as part of the aeronautical fixed service.
- oooo) **World area forecast system (WAFS):** A worldwide system by which world area forecast centers provide aeronautical meteorological en-route forecasts in uniform standardized formats.

1.2 Terms Used with a Limited Meaning

For the purpose of this regulation, the following terms are used with a limited meaning as indicated below:

- a) Provide” is used solely in connection with the provision of service;
- b) Issue” is used solely in connection with cases where the obligation specifically extends to sending out the information to a user
- c) Make available” is used solely in connection with cases where the obligation ends with making the information accessible to a user; and
- d) “Supply” is used solely in connection with cases where either c) or d) applies

2. GENERAL PROVISIONS

2.1 Objective, determination and provision of meteorological service

- 2.1.1** The objective of meteorological service for air navigation shall be to contribute towards the safety, regularity and efficiency of air navigation.
- 2.1.2** This objective shall be achieved by supplying the following users: operators, flight crew members, air traffic services units, search and rescue services units, airport managements and others concerned with the conduct or development of air navigation, with the meteorological information necessary for the performance of their respective functions.
- 2.1.3** The Aeronautical Meteorological Service Provider shall arrange to provide meteorological service to meet the needs of international air navigation in accordance with these regulations. If applicable, the meteorological service shall meet the needs of international air navigation over international waters and other areas which lie outside the territory of Sierra Leone.
- 2.1.4** The Aeronautical Meteorological Service Provider shall be designated by the government of Sierra Leone for providing such services.
- 2.1.5** The Aeronautical Meteorological Service Provider shall comply with the requirements of World Meteorological Organisation (WMO) in respect of qualifications, competencies, education and training of meteorological personnel providing service for air navigation.

2.2 Supply, use, Quality Management and Interpretation of Meteorological Information.

- 2.2.1** The Aeronautical Meteorological Service Provider shall maintain a close liaison with those concerned with the use of meteorological information on matters which affect the provision of meteorological service for air navigation.
- 2.2.2** The Aeronautical Meteorological Service Provider shall establish and implement a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the users listed in 2.1.2.
- 2.2.3** The quality system established in accordance with 2.2.2 shall be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards and shall be certified by an approved organization.
- 2.2.4** The quality system shall provide the users with assurance that the meteorological information supplied complies with the stated requirements in terms of the geographical and spatial coverage, format and content, time and frequency of issuance and period of validity, as well as the accuracy of measurements, observations and forecasts. When the quality system indicates that meteorological information to be supplied to the users does not comply with the stated requirements, and automatic error correction procedures are not appropriate, such information shall not be supplied to the users unless it is validated with the originator.
- 2.2.5** In regard to the exchange of meteorological information for operational purposes, the quality system shall include verification and validation procedures and resources for monitoring adherence to the prescribed transmission schedules for individual messages and/or bulletins required to be exchanged, and the times of their filing for transmission. The quality system shall be capable of detecting excessive transit times of messages and bulletins received.

- 2.2.6** Demonstration of compliance of the quality system applied shall be by audit. If nonconformity of the system is identified, action shall be initiated to determine and correct the cause. All audit observations shall be evidence-based and properly documented.
- 2.2.7** Owing to the variability of meteorological elements in space and time, to limitations of observing techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a report shall be understood by the recipient to be the best approximation to the actual conditions at the time of observation.
- 2.2.8** Owing to the variability of meteorological elements in space and time, to limitations of forecasting techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a forecast shall be understood by the recipient to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time of occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.
- 2.2.9** The meteorological information supplied to the users listed in 2.1.2 shall be consistent with Human Factors principles and shall be in forms which require a minimum of interpretation by these users, as specified above.

2.3 Notifications Required from Operators

- 2.3.1** An operator requiring meteorological service or changes in existing meteorological service shall notify, sufficiently in advance, the aerodrome meteorological office. The minimum amount of advance notice required shall be as agreed between aerodrome meteorological office and the operator concerned.
- 2.3.2** The Aeronautical Meteorological Service Provider shall be notified by the operator requiring service when:
 - a) new routes or new types of operations are planned;
 - b) changes of a lasting character are to be made in scheduled operations; and
 - c) other changes, affecting the provision of meteorological service, are planned.Such information shall contain all details necessary for the planning of appropriate arrangements by the Aeronautical Meteorological Service Provider.
- 2.3.3** The Aeronautical Meteorological Service Provider, or the aerodrome meteorological office, shall be notified by the operator or a flight crew member:
 - a) of flight schedules;
 - b) when non-scheduled flights are to be operated; and
 - c) When flights are delayed, advanced or cancelled.
- 2.3.4** The notification to the aerodrome meteorological office of individual flights shall contain the following information except that, in the case of scheduled flights, the requirement for some or all of this information may be waived as agreed between the aerodrome meteorological office and the operator concerned:
 - a) aerodrome of departure and estimated time of departure
 - b) destination and estimated time of arrival;

- c) route to be flown and estimated times of arrival at, and departure from, any intermediate aerodrome(s)
- d) alternate aerodromes needed to complete the operational flight plan and taken from the relevant list contained in the regional air navigation plan;
- e) cruising level;
- f) type of flight, whether under visual or instrument flight rules;
- g) type of meteorological information requested for a flight crew member, whether flight documentation and/or briefing or consultation; and
- h) time(s) at which briefing, consultation and/or flight documentation are required

3. GLOBAL SYSTEMS, SUPPORTING CENTRES AND METEOROLOGICAL OFFICES METEOROLOGICAL OFFICES

3.1 World area forecast system

The objective of the world area forecast system (WAFS) is to supply meteorological authorities and other users with global aeronautical meteorological en-route forecasts in digital form. This objective shall be achieved through a comprehensive, integrated, worldwide and, as far as practicable, uniform system, and in a cost-effective manner, taking full advantage of evolving technologies.

3.2 World area forecast centres

3.2.1 In accordance with the Africa Indian Ocean (AFI) regional air navigation plan, the United Kingdom has accepted the responsibility for providing London World Area Forecast Centre (W AFC) within the framework of the WAFS, the Aeronautical Meteorological Service Provider shall make necessary arrangement to receive W AFC products as listed below for International air navigation:

- a) to prepare gridded global forecasts of:
 - 1) upper wind;
 - 2) upper-air temperature and humidity;
 - 3) geopotential altitude of flight levels;
 - 4) flight level and temperature of tropopause;
 - 5) direction, speed and flight level of maximum wind;
 - 6) cumulonimbus clouds;
 - 7) icing; and
 - 8) turbulence;
- b) to prepare global forecasts of significant weather (SIGWX) phenomena;
- c) to issue the forecasts referred to in (a) and (b) in digital form to meteorological authorities and other users, as approved by the State on advice from the Aeronautical Meteorological Service Provider;
- d) to receive information concerning the release of radioactive materials into the atmosphere from its associated World Meteorological Organization (WMO) regional specialized meteorological centre (RSMC) for the provision of transport model products for radiological

environmental emergency response, in order to include the information in SIGWX forecasts; and

- e) to establish and maintain contact with volcanic ash advisory centres (VAACs) for the exchange of information on volcanic activity in order to coordinate the inclusion of information on volcanic eruptions in SIGWX forecasts.

3.3 Aerodrome Meteorological Offices

3.3.1 The Aeronautical Meteorological Service Provider shall establish one or more aerodrome and/or other meteorological offices which shall be adequate for the provision of the meteorological service required to satisfy the needs of air navigation.

3.3.2 The aerodrome meteorological office shall carry out all or some of the following functions as necessary to meet the needs of flight operations at the aerodrome:

- a) prepare and/or obtain forecasts and other relevant information for flights with which it is concerned; the extent of its responsibilities to prepare forecasts shall be related to the local availability and use of en-route and aerodrome forecast material received from other offices;
- b) prepare and/or obtain forecasts of local meteorological conditions;
- c) maintain a continuous survey of meteorological conditions over the aerodromes for which it is designated to prepare forecasts;
- d) provide briefing, consultation and flight documentation to flight crew members and/or other flight operations personnel;
- e) supply other meteorological information to aeronautical users;
- f) display the available meteorological information;
- g) exchange meteorological information with other aerodrome meteorological offices; and
- h) supply information received on pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud, to its associated air traffic services unit, aeronautical information service unit and meteorological watch office as agreed between the meteorological, aeronautical information service and ATS authorities concerned.

3.3.3 The aerodromes for which landing forecasts are required shall be determined by regional air navigation agreement.

3.3.4 For an aerodrome without an aerodrome meteorological office located at the aerodrome:

- a) the Aeronautical Meteorological Service Provider shall designate one or more aerodrome meteorological office(s) to supply meteorological information as required and
- b) shall establish means by which such information can be supplied to the aerodrome concerned.

3.3.5 Use of world area forecast system (WAFS) products

3.3.5.1 Aerodrome meteorological offices shall use WAFS forecasts issued by the WAFCs in the preparation of flight documentation, whenever these forecasts cover the intended flight path in respect of time, altitude and geographical extent, unless otherwise agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

3.3.5.2 In order to ensure uniformity and standardization of flight documentation, the WAFS GRIB and BUFR data received and, IWXXM data received, shall be decoded into standard WAFS charts in

accordance with relevant provisions in this regulation, and the meteorological content and identification of the originator of the WAFS forecasts shall not be amended.

3.3.6 Notification of WAFC concerning significant discrepancies

Aerodrome meteorological offices using WAFS BUFR or, IWXXM data shall notify the WAFC concerned immediately if significant discrepancies are detected or reported in respect of WAFS SIGWX forecasts concerning:

- a) icing, turbulence, cumulonimbus clouds that are obscured, frequent, embedded or occurring at a squall line, and sandstorms/duststorms; and
- b) Volcanic eruptions or a release of radioactive materials into the atmosphere, of significance to aircraft operations.

3.4 Meteorological Watch Office (WMO)

3.4.1 The Aeronautical Meteorological Service Provider shall establish Meteorological watch office in accordance with Roberts FIR agreement on aeronautical cooperation.

3.4.2 A meteorological watch office shall:

- a) maintain continuous watch over meteorological conditions affecting flight operations within its area of responsibility;
- b) prepare SIGMET and other information relating to its area of responsibility;
- c) supply SIGMET information and, as required, other meteorological information to associated air traffic services units;
- d) disseminate SIGMET information;
- e) supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been issued, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to its associated VAAC as determined by regional air navigation agreement; and
- f) supply information received concerning the release of radioactive materials into the atmosphere in the area for which it maintains watch.

3.4.3 The boundaries of the area over which meteorological watch is to be maintained by a meteorological watch office shall be coincident with the boundaries of a flight information region or a control area or a combination of flight information regions and control areas.

3.5 Volcanic ash advisory centres

3.5.1 In accordance with the Africa Indian Ocean (AFI) regional air navigation plan, France has accepted the responsibility for providing VAAC within the international airways volcano watch, the meteorological Watch office shall make necessary arrangement to receive and distribute volcanic ash information within its area of jurisdiction.

4. METEOROLOGICAL OBSERVATIONS AND REPORTS

4.1 Aeronautical meteorological stations and observations

- 4.1.1** The Aeronautical Meteorological Service Provider shall establish, at aerodromes in Sierra Leone aeronautical meteorological stations in accordance with this regulation. An aeronautical meteorological station may be a separate station or may be combined with a synoptic station.
- 4.1.2** Aeronautical meteorological stations shall make routine observations at thirty (30) minutes intervals. At aerodromes, the routine observations shall be supplemented by special observations whenever specified changes occur in respect of surface wind, visibility, runway visual range, present weather, clouds and/or air temperature.
- 4.1.3** The Aeronautical Meteorological stations shall be inspected at least once a year to ensure that a high standard of observation is maintained, that instruments and all their indicators are functioning correctly, and that the exposure of the instruments has not changed significantly.
- 4.1.4** At aerodromes which can be used for Category I, II and III instrument approach and landing operations, automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure shall be installed to support approach and landing and take-off operations. These devices shall be integrated automatic systems for acquisition, processing, dissemination and display in real time of the meteorological parameters affecting landing and take-off operations. The design of integrated automatic systems shall observe Human Factors principles and include back-up procedures.
- 4.1.5** Where an integrated semi-automatic system is used for the dissemination/display of meteorological information, it shall be capable of accepting the manual insertion of data covering those meteorological elements which cannot be observed by automatic means.
- 4.1.6** The observations shall form the basis for the preparation of reports to be disseminated at the aerodrome of origin and of reports to be disseminated beyond the aerodrome of origin.

4.2 Agreement between air traffic services providers and Aeronautical Meteorological Service Providers

An agreement shall be established between the Aeronautical Meteorological Service Provider and the ATS service provider to cover, among other things:

- a) The provision in air traffic services units of displays related to integrated automatic systems;
- b) The calibration and maintenance of these displays/instruments;
- c) The use to be made of these displays/instruments by air traffic services personnel;
- d) as and where necessary, supplementary visual observations (for example, of meteorological phenomena of operational significance in the climb-out and approach areas) if and when made by air traffic services personnel to update or supplement the information supplied by the meteorological station;
- e) meteorological information obtained from aircraft taking off or landing (for example, on wind shear); and
- f) if available meteorological information obtained from ground weather radar.

4.3 Routine Observations and Reports

4.3.1 At aerodrome, routine observations shall be made throughout the 24 hours of each day except as otherwise agreed between Aeronautical Meteorological Service Provider, the ATS service provider, and the operator concerned. Such observations shall be made at intervals of one hour. At other aeronautical meteorological stations, such observations shall be made as determined by the Aeronautical Meteorological Service Provider taking into account the requirements of air traffic services units and aircraft operations.

4.3.2 Reports of routine observations shall be issued as:

- a) Local routine reports, only for dissemination at the aerodrome of origin (intended for arriving and departing aircraft); and
- b) METAR for dissemination beyond the aerodrome of origin (mainly intended for flight planning, VOLMET broadcasts and D-VOLMET)

Meteorological information used in ATIS (voice-ATIS and D-ATIS) shall be extracted from the local routine report, in accordance with SLCAR Part 11.4.3.6.1 g).

4.3.3 At aerodromes that are not operational throughout 24 hours in accordance with 4.3.1, METAR shall be issued prior to the aerodrome resuming operations.

4.4 Special Observations and Reports

4.4.1 A list of criteria for special observations shall be established by the Aeronautical Meteorological Service Provider in consultation with the air traffic service provider, operators and others concerned.

4.4.2 Reports of special observations shall be issued as:

- a) Local special reports, only for dissemination at the aerodrome of origin (intended for arriving and departing aircraft); and
- b) SPECI for dissemination beyond the aerodrome of origin (mainly intended for flight planning, VOLMET broadcasts and D-VOLMET) unless METAR are issued at half-hourly interval

4.4.3 At aerodromes that are not operational throughout 24 hours in accordance with, following the resumption of the issuance of METAR, SPECI shall be issued, as necessary.

4.5 Contents of reports

4.5.1 Local routine reports, local special reports, METAR and SPECI shall contain the following elements in the order indicated:

- a) Identification of the type of report;
- b) Location indicator;
- c) Time of the observation;
- d) Identification of an automated or missing report, when applicable;
- e) Surface wind direction and speed;
- f) Visibility;
- g) Runway visual range, when applicable;
- h) Present weather;

- i) Cloud amount, cloud type (only for cumulonimbus and towering cumulus clouds) and height of cloud base or, where vertical visibility measured,;
- j) Air temperature and dew-point temperature; and
- k) QNH and, when applicable, QFE (QFE included only in local routine and special reports).

4.5.2 In addition to elements listed under 4.5.1 a) to k), local routine reports, local special reports, METAR and SPECI shall contain supplementary information to be placed after element k.

4.5.3 Optional elements included under supplementary information shall be included in METAR and SPECI in accordance with regional air navigation agreement.

4.6 Observing and Reporting Meteorological Elements

4.6.1 Surface wind

4.6.1.1 The mean direction and the mean speed of the surface wind shall be measured, as well as significant variations of the wind direction and speed, and reported in degrees true and metres per second (or knots), respectively.

4.6.1.2 When local routine and special reports are used for departing aircraft, the surface wind observations for these reports shall be representative of conditions along the runway; when local routine and special reports are used for arriving aircraft, the surface wind observations for these reports shall be representative of the touchdown zone.

4.6.1.3 For METAR and SPECI, the surface wind observations shall be representative of conditions above the whole runway where there is only one runway and the whole runway complex where there is more than one runway.

4.6.2 Visibility

4.6.2.1 The visibility shall be measured or observed, and reported in metres or kilometres.

4.6.2.2 When local routine and special reports are used for departing aircraft, the visibility observations for these reports shall be representative of conditions along the runway; when local routine and special reports are used for arriving aircraft, the visibility observations for these reports shall be representative of the touchdown zone of the runway.

4.6.2.3 For METAR and SPECI, the visibility observations shall be representative of the aerodrome.

4.6.3 Runway visual range

4.6.3.1 Runway visual range shall be assessed on all runways intended for Category II and III instrument approach and landing operations.

4.6.3.2 The runway visual range, shall be reported in metres throughout periods when either the visibility or the runway visual range is less than 1500 m

4.6.3.3 Runway visual range assessments shall be representative of:

- a) the touchdown zone of the runway intended for non-precision or Category I instrument approach and landing operations;
- b) the touchdown zone and the mid-point of the runway intended for Category II instrument approach and landing operations; and

c) the touchdown zone, the mid-point and stop-end of the runway intended for Category III instrument approach and landing operations.

4.6.3.4 The units providing air traffic service and aeronautical information service for an aerodrome shall be kept informed without delay of changes in the serviceability status of the automated equipment used for assessing runway visual range.

4.6.4 Present weather

4.6.4.1 The present weather occurring at the aerodrome shall be observed and reported as necessary. The following present weather phenomena shall be identified, as a minimum: rain, drizzle, snow and freezing precipitation (including intensity thereof), haze, mist, fog and thunderstorms (including thunderstorms in the vicinity).

4.6.4.2 For local routine and special reports, the present weather information shall be representative of conditions at the aerodrome.

4.6.4.3 For METAR and SPECI, the present weather information shall be representative of conditions at the aerodrome and, for certain specified present weather phenomena, in its vicinity.

4.6.5 Clouds

4.6.5.1 Cloud amount, cloud type and height of cloud base shall be observed and reported as necessary to describe the clouds of operational significance. When the sky is obscured, vertical visibility shall be observed and reported, where measured, in lieu of cloud amount, cloud type and height of cloud base. The height of cloud base and vertical visibility shall be reported in metres (or feet).

4.6.5.2 Cloud observations for local routine and special reports shall be representative of the runway threshold(s) in use.

4.6.5.3 Cloud observations for METAR and SPECI shall be representative of the aerodrome and its vicinity.

4.6.6 Air temperature and dew-point temperature

4.6.6.1 The air temperature and the dew-point temperature shall be measured and reported in degrees Celsius.

4.6.6.2 Observations of air temperature and dew-point temperature for local routine reports, local special reports, METAR and SPECI shall be representative of the whole runway complex.

4.6.7 Atmospheric pressure

The atmospheric pressure shall be measured, and QNH and QFE values shall be computed and reported in hectopascals.

4.7 Reporting of Meteorological Information from Automatic Observing Systems

4.7.1 METAR and SPECI from automatic observing systems shall be used during non-operational hours of the aerodrome, and during operational hours of the aerodrome.

4.7.2 Local routine and special reports from automatic observing systems shall be used during operational hours of the aerodrome.

4.7.3 Local routine reports, local special reports, METAR and SPECI from automatic observing systems shall be identified with the word “AUTO”

5. AIRCRAFT OBSERVATIONS AND REPORTS

5.1 Obligation of the State

Sierra Leone Registered aircraft operating on international air routes shall record and report observations made.

5.2 Types of aircraft observations

The following aircraft observations shall be made:

- a) Routine aircraft observations during en-route and climb-out phases of the flight; and
- b) Special and other non-routine aircraft observations during any phase of flight

5.3 Routine Aircraft Observation - Designation

5.3.1 When air-ground data link is used and automatic dependent surveillance (ADS-C) or secondary surveillance radar (SSR) Mode S is being applied, automated routine observations shall be made every 15 minutes during the en-route phase and every 30 seconds during the climb-out phase for the first 10 minutes of the flight.

5.3.2 In the case of air routes with high-density air traffic (e.g. organized tracks), an aircraft from among the aircraft operating at each flight level shall be designated, at approximately hourly intervals, to make routine observations in accordance with 5.3.1. The designation procedures shall be subject to regional air navigation agreement.

5.3.3 In the case of the requirement to report during the climb-out phase, an aircraft shall be designated, at approximately hourly intervals, at each aerodrome to make routine observation in accordance with 5.3.1.

5.4 Routine Aircraft Observations - Exemptions

Aircraft not equipped with air-ground data link shall be exempted from making routine aircraft observations

5.5 Special Aircraft Observations

Special observations shall be made by all aircraft whenever the following conditions are encountered or observed:

- a) Moderate or severe turbulence; or
- b) Moderate or severe icing; or
- c) Severe mountain wave; or
- d) Thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
- e) Thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines;
- f) Heavy dust storm or heavy sandstorm, or
- g) Volcanic ash cloud; or
- h) Pre-eruption volcanic activity or volcanic eruption

5.6 Other Non-Routine Aircraft Observations

When other meteorological conditions not listed under 5.5, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.

5.7 Reporting of Aircraft Observations during Flight

5.7.1 Aircraft observations shall be reported by air-ground data link. Where air ground data link is not available or appropriate, special and other non-routine aircraft observations during flight shall be reported by voice communications.

5.7.2 Aircraft observations shall be reported during flight at the time the observation is made or as soon thereafter as is practicable.

5.7.3 Aircraft observations shall be reported as air-reports

5.8 Relay of Air-Reports by air traffic service Units

The Aeronautical Meteorological Service Provider shall make arrangements with the air traffic service provider to ensure that on receipt by the air traffic service units of:

- a) Special air-reports by voice communications, the air traffic service units relay them without delay to their associated meteorological watch office; and
- b) Routine and special air-reports by data link communications, the air traffic service units relay them without delay to their associated meteorological watch office and WAFCs and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services.

6. FORECASTS

6.1 Use of Forecasts

The issue of a new forecast by the aerodrome meteorological office, such as a routine aerodrome forecast, shall be understood to cancel automatically any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

6.2 Aerodrome forecasts

6.2.1 An aerodrome forecast shall be prepared, in accordance with regional air navigation agreement, by the aerodrome meteorological office established by the Aeronautical Meteorological Service Provider.

6.2.2 An aerodrome forecast shall be issued at a specified time not earlier than one hour prior to the beginning of its validity period and consist of a concise statement of the expected meteorological conditions at an aerodrome for a specified period.

6.2.3 Aerodrome forecasts and amendments thereto shall be issued as TAF and include the following information in the order indicated:

- a) identification of the type of forecast;
- b) location indicator;

- c) time of issue of forecast;
- d) identification of a missing forecast, when applicable;
- e) date and period of validity of forecast;
- f) identification of a cancelled forecast, when applicable;
- g) surface wind;
- h) visibility;
- i) weather;
- j) cloud; and
- k) expected significant changes to one or more of these elements during the period of validity.

Optional elements shall be included in TAF in accordance with regional air navigation agreement.

6.2.4 Aerodrome meteorological offices preparing TAF shall keep the forecasts under continuous review and, when necessary, shall issue amendments promptly. The length of the forecast messages and the number of changes indicated in the forecast shall be kept to a minimum.

6.2.5 TAF that cannot be kept under continuous review shall be cancelled.

6.2.6 The period of validity of a routine TAF shall be not less than 6 hours nor more than 30 hours, the period of validity shall be determined by regional air navigation agreement. Routine TAF valid for less than 12 hours shall be issued every 3 hours and those valid for 12 to 30 hours shall be issued every 6 hours.

6.2.7 When issuing TAF, aerodrome meteorological offices shall ensure that not more than one TAF is valid at an aerodrome at any given time.

6.3 Landing forecasts

6.3.1 A landing forecast shall be prepared by the aerodrome meteorological office to meet the requirements of local users and of aircraft within about one hour's flying time from the aerodrome.

6.3.2 Landing forecasts shall be prepared in the form of a trend forecast.

6.3.3 A trend forecast shall consist of a concise statement of the expected significant changes in the meteorological conditions at that aerodrome to be appended to a local routine report, a local special report, METAR or SPECI. The period of validity of a trend forecast shall be 2 hours from the time of the report which forms part of the landing forecast.

6.4 Forecasts for Take-off

6.4.1 A forecast for take-off shall be prepared by the meteorological office as agreed between the Aeronautical Meteorological Service Provider and the operators.

6.4.2 A forecast for take-off shall be supplied to operators and flight crew members on request within the 3 hours before the expected time of departure.

6.4.3 Meteorological office preparing forecast for take-off shall keep the forecasts under continuous review and, when necessary, shall issue amendments promptly.

7. SIGMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR

WARNINGS AND ALERTS

7.1 SIGMET Information

- 7.1.1** SIGMET information shall be issued by the meteorological watch office in accordance with IS 7 and shall give a concise description in abbreviated plain language concerning the occurrence and/or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations, and of the development of those phenomena in time and space.
- 7.1.2** SIGMET information shall be cancelled when the phenomena are no longer occurring or are no longer expected to occur in the area.
- 7.1.3** The period of validity of a SIGMET message shall be not more than 4 hours. In the special case of SIGMET messages for volcanic ash cloud, the period of validity shall be extended up to 6 hours.
- 7.1.4** SIGMET messages concerning volcanic ash cloud shall be based on advisory information provided by VAACs, respectively, designated by regional air navigation agreement.
- 7.1.5** Close coordination shall be maintained between the meteorological watch office and the flight information centre to ensure that information on volcanic ash included in SIGMET and NOTAM messages is consistent.
- 7.1.6** SIGMET messages shall be issued not more than 4 hours before the commencement of the period of validity. In the special case of SIGMET messages for volcanic ash cloud, these messages shall be issued as soon as practicable but not more than 12 hours before the commencement of the period of validity. SIGMET messages for volcanic ash shall be updated at least every 6 hours.

7.2 Aerodrome warnings

- 7.2.1** Aerodrome warnings shall be issued by the aerodrome meteorological office designated by the Aeronautical Meteorological Service Provider and shall give concise information of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services.
- 7.2.2** Aerodrome warnings shall be cancelled when the conditions are no longer occurring and/or no longer expected to occur at the aerodrome.

7.3 Wind shear warnings and alerts

- 7.3.1** Wind shear warnings shall be prepared by the aerodrome meteorological office for aerodrome where wind shear is considered a factor, in accordance with local arrangements with the Air traffic services unit and operators concerned. Wind shear warnings shall give concise information on the observed or expected existence of wind shear which could adversely affect aircraft on the approach path or take-off path or during circling approach between runway level and 500 m (1 600 ft) above that level and aircraft on the runway during the landing roll or take-off run. Where local topography has been shown to produce significant wind shears at heights in excess of 500 m (1 600 ft) above runway level, then 500 m (1 600 ft) shall not be considered restrictive.

7.3.2 Wind shear warnings for arriving aircraft and/or departing aircraft shall be cancelled when aircraft reports indicate that wind shear no longer exist. The criteria for the cancellation of a wind shear warning shall be defined locally for each aerodrome, as agreed between the Aeronautical Meteorological Service Provider, the air traffic service provider and the operators concerned.

7.3.3 At aerodromes where wind shear is detected by automated, ground-based, wind shear remote-sensing or detection equipment, wind shear alerts generated by these systems shall be issued. Wind shear alerts shall give concise, up-to-date information related to the observed existence of wind shear involving a headwind/tailwind change of 7.5 m/s (15 kt) or more which could adversely affect aircraft on the final approach path or initial take-off path and aircraft on the runway during the landing roll or take-off run.

8. AERONAUTICAL CLIMATOLOGICAL INFORMATION

8.1 General Provisions

8.1.1 Aeronautical climatological information required for the planning of flight operations shall be prepared in the form of aerodrome climatological tables and aerodrome climatological summaries. Such information shall be supplied to aeronautical users as agreed between the Aeronautical Meteorological Service Provider and the users concerned.

8.1.2 Aeronautical climatological information shall be based on observations made over a period of at least five years and the period shall be indicated in the information supplied.

8.2 Aerodrome climatological tables

The Aeronautical Meteorological Service Provider shall make arrangements for collecting and retaining the necessary observational data and have the capability:

- a) to prepare aerodrome climatological tables for each regular and alternate international aerodrome within its territory; and
- b) to make available such climatological tables to an aeronautical user within a time period as agreed between the Aeronautical Meteorological Service Provider and the user concerned.

8.3 Aerodrome climatological summaries

Aerodrome climatological summaries shall follow the procedures prescribed by the World Meteorological Organization. Where computer facilities are available to store, process and retrieve the information, the summaries shall be published or otherwise made available to aeronautical users on request. Where such computer facilities are not available, the summaries shall be prepared using the models specified by the World Meteorological Organization and shall be published and kept up to date as necessary.

8.4 Copies of meteorological observational data

The Aeronautical Meteorological Service Provider on request and to the extent practicable shall make available to any other meteorological authority, operators and to others concerned with the application of meteorology to international air navigation, meteorological observational data required for research, investigation or operational analysis.

9. SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS

9.1 General Provisions

9.1.1 Meteorological information shall be supplied to operators and flight crew members for:

- a) Pre-flight planning by operators;
- b) In-flight replanning by operators using centralized operational control of flight operations;
- c) Use by flight crew members before departure; and
- d) Aircraft in flight.

9.1.2 Meteorological information supplied to operators and flight crew members shall cover the flight in respect of time, altitude and geographical extent. The information shall relate to appropriate fixed times, or periods of time, and shall extend to the aerodrome of intended landing, also covering the meteorological conditions expected between the aerodrome of intended landing and alternate aerodromes designated by the operator.

9.1.3 Meteorological information supplied to operators and flight crew members shall be up to date and include the following information, as agreed between the Aeronautical Meteorological Service Provider and the operators concerned:

- a) Forecasts of
 - 1) Upper wind and upper-air temperature;
 - 2) Upper-air humidity;
 - 3) Geo potential altitude of flight levels;
 - 4) Flight level and temperature of tropopause;
 - 5) Direction, speed and flight level of maximum wind; and
 - 6) SIGWX phenomena; and
 - 7) Cumulonimbus clouds, icing and turbulence.
- b) METAR or SPECI (including trend forecasts as issued in accordance with regional air navigation agreement) for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- c) TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- d) forecasts for take-off;
- e) SIGMET information and appropriate special air-reports relevant to the whole route;
- f) volcanic ash advisory information relevant to the whole route;
- g) aerodrome warnings for the local aerodrome;
- h) meteorological satellite images; and
- i) ground-based weather radar information; and
- j) space weather advisory information relevant to the whole route

9.1.4 Forecasts listed under 9.1.3 a) shall be generated from the digital forecasts provided by the WAFCs whenever these forecasts cover the intended flight path in respect of time, altitude and geographical extent, unless otherwise agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

- 9.1.5 When forecasts are identified as being originated by the WAFCs, no modifications shall be made to their meteorological content.
- 9.1.6 Charts generated from the IWXXM form forecasts provided by the WAFCs shall be for the fixed valid times and coverage of the route of the flight as required by operators.
- 9.1.7 . When forecasts of SIGWX phenomena listed under 9.1.3 a) 6) are supplied in chart form, they shall be fixed time prognostic charts for an atmospheric layer limited by flight levels between 250 and 630.
- 9.1.8 The forecasts of upper wind and upper-air temperature and of SIGWX phenomena pre-flight planning and in-flight re- planning by the operator shall be made available supplied as soon as technically feasible. Other meteorological information requested for pre- flight planning and in-flight replanning by the operator shall be supplied as soon as is practicable.
- 9.1.9 When necessary, Aeronautical Meteorological Service Provider shall initiate coordinating action with the meteorological authorities of other States with a view to obtaining from them the reports and/or forecasts required
- 9.1.10 Meteorological information shall be supplied to operators and flight crew members at the aerodrome meteorological office, and at the time agreed between the aerodrome meteorological office and the operator concerned. The service for pre-flight planning shall be confined to flights originating within Sierra Leone. At an aerodrome without an aerodrome meteorological office at the aerodrome, arrangements for the supply of meteorological information shall be as agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

9.2 Briefing, Consultation and Display

- 9.2.1 Briefing and/or consultation shall be provided, on request, to flight crew members and/or other flight operations personnel. Its purpose shall be to supply the latest available information on existing and expected meteorological conditions along the route to be flown, at the aerodrome of intended landing, alternate aerodromes and other aerodromes as relevant, either to explain and amplify the information contained in the flight documentation or, as agreed between the Aeronautical Meteorological Service Provider and the operator concerned, in lieu of flight documentation.
- 9.2.2 Meteorological information used for briefing, consultation and display shall include any or all of the information listed in 9.1.3.
- 9.2.3 If the aerodrome meteorological office expresses an opinion on the development of the meteorological conditions at an aerodrome which differs appreciably from the aerodrome forecast included in the flight documentation, the attention of flight crew members shall be drawn to the divergence. The portion of the briefing dealing with the divergence shall be recorded at the time of briefing and this record shall be made available to the operator.
- 9.2.4 The required briefing, consultation, display and/or flight documentation shall normally be provided by the aerodrome meteorological office associated with the aerodrome of departure. In exceptional circumstances, such as an undue delay, the aerodrome meteorological office

associated with the aerodrome shall provide or, if that is not practicable, arrange for the provision of a new briefing, consultation and/or flight documentation as necessary.

9.2.5 The flight crew member or other flight operations personnel for whom briefing, consultation and/or flight documentation has been requested shall visit the meteorological office at the time agreed upon between the meteorological office and the operator concerned. Where local circumstances make personal briefing or consultation impracticable, the aerodrome meteorological office shall provide those services by telephone or other suitable telecommunications facilities to flight crew members or other flight operation personnel.

9.3 Flight Documentation

9.3.1 Flight documentation to be made available shall comprise information listed under 9.1.3 a) 1) and 6), b), c), e) and f) and if appropriate g) and k). However, flight documentation for flights of two hours' duration or less, after a short stop or turnaround, shall be limited to the information operationally needed, as agreed between the Aeronautical Meteorological Service Provider and operator concerned, but in all cases the flight documentation shall at least comprise information on 9.1.3 b), c), e), f) and, if appropriate, g) and k).

9.3.2 Whenever it becomes apparent that the meteorological information to be included in the flight documentation will differ materially from that made available for pre-flight planning and in-flight re-planning, the operator shall be advised immediately and, if practicable, be supplied with the revised information as agreed between the operator and the aerodrome meteorological office concerned.

9.3.3 In cases where a need for amendment arises after the flight documentation has been supplied, and before take-off of the aircraft, the aerodrome meteorological office shall issue the necessary amendment or updated information to the operator or to the local air traffic services unit, for transmission to the aircraft.

9.3.4 The Aeronautical Meteorological Service Provider shall retain information supplied to flight crew members, either as printed copies or in computer files, for a period of at least 30 days from the date of issue. This information shall be made available, on request, for inquiries or investigations and, for these purposes, shall be retained until the inquiry or investigation is completed.

9.4 Automated Pre-Flight Information Systems for Briefing, Consultation, Flight Planning and Flight Documentation

9.4.1 Where the Aeronautical Meteorological Service Provider uses automated pre-flight information systems to supply and display meteorological information to operators and flight crew members for self-briefing, flight planning and flight documentation purposes, the information supplied and displayed shall comply with the relevant provisions in 9.1 to 9.3 inclusive.

9.4.2 Where automated pre-flight information systems are used to provide for a harmonized, common point of access to meteorological information and aeronautical information services information by operators, flight crew members and other aeronautical personnel concerned, Aeronautical Meteorological Service Provider shall remain responsible for the quality control and quality

management of meteorological information provided by means of such systems in accordance with 2.2.2.2.

9.5 Information for Aircraft in Flight

9.5.1 Meteorological information for use by aircraft in flight shall be supplied by the aerodrome meteorological office to its associated air traffic services unit and through D-VOLMET or VOLMET broadcasts as determined by regional air navigation agreement. Meteorological information for planning by the operator for aircraft in flight shall be supplied on request, as agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

9.5.2 Meteorological information for use by aircraft in flight shall be supplied to air traffic services units in accordance with the specifications of 10.

9.5.3 Meteorological information shall be supplied through D-VOLMET or VOLMET broadcasts in accordance with the specifications of 11.

10. INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES

10.1 Information for Air Traffic Services Units

10.1.1 The Aeronautical Meteorological Service Provider shall designate a meteorological office or meteorological watch office to be associated with each air traffic services unit. The associated meteorological office shall, after coordination with the air traffic services unit, supply, or arrange for the supply of up-to-date meteorological information to the unit as necessary for the conduct of its functions.

10.1.2 A meteorological watch office shall be associated with a flight information centre or an area control centre for the provision of meteorological information.

10.1.3 Any meteorological information requested by an air traffic services unit in connection with an aircraft emergency shall be supplied as rapidly as possible.

10.2 Information for Search and Rescue Services Units

Aerodrome Meteorological offices or meteorological watch offices designated by the Aeronautical Meteorological Service Provider in accordance with regional air navigation agreement shall supply search and rescue services units with the meteorological information they require in a form established by mutual agreement. For that purpose, the designated meteorological office shall maintain liaison with the search and rescue services unit throughout a search and rescue operation.

10.3 Information for Aeronautical Information Services Units

The Aeronautical Meteorological Service Provider, in coordination with the Authority, shall arrange for the supply of up to-date meteorological information to the aeronautical information services unit, as necessary, for the conduct of its functions.

11. REQUIREMENTS FOR AND USE OF COMMUNICATIONS

11.1 Requirements for Communications

- 11.1.1** The Aeronautical Meteorological Service Provider shall make available suitable telecommunications facilities to permit aerodrome meteorological offices and, as necessary, aeronautical meteorological stations to supply the required meteorological information to air traffic services units on the aerodromes for which those offices and stations are responsible, and in particular to aerodrome control towers, approach control units and the aeronautical telecommunications stations serving these aerodromes.
- 11.1.2** The Aeronautical Meteorological Service Provider shall make available suitable telecommunications facilities to permit meteorological watch offices to supply the required meteorological information to air traffic services and search and rescue services units in respect of the flight information regions, control areas and search and rescue regions for which those offices are responsible, and in particular to flight information centres, area control centres and rescue coordination centres and the associated aeronautical telecommunications stations.
- 11.1.3** The Aeronautical Meteorological Service Provider shall make available suitable telecommunications facilities to permit world area forecast centres to supply the required world area forecast system products to aerodrome meteorological offices and other users.
- 11.1.4** Telecommunications facilities between aerodrome meteorological offices and, as necessary, aeronautical meteorological stations and aerodrome control towers or approach control units shall permit communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately 15 seconds.
- 11.1.5** Telecommunications facilities between aerodrome meteorological offices or meteorological watch offices and flight information centres, area control centres, rescue coordination centres and aeronautical telecommunications stations shall permit:
- a) communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately 15 seconds; and
 - b) printed communications, when a record is required by the recipients; the message transit time shall not exceed 5 minutes.
- 11.1.6** The Aeronautical Meteorological Service Provider shall make available suitable telecommunications facilities to permit meteorological offices to exchange operational meteorological information with other meteorological offices.

11.2 Use of Aeronautical Fixed Service Communications and the Public Internet - Meteorological Bulletins

- 11.2.1** Meteorological bulletins containing operational meteorological information to be transmitted via the aeronautical fixed service or the public Internet shall be originated by the meteorological office.

11.3 Use of Aeronautical Mobile Service Communications

The content and format of meteorological information transmitted to aircraft and by aircraft shall be consistent with the provisions of this regulation.

11.4 Use of Aeronautical Data Link Service —Contents of D-VOLMET

D-VOLMET shall contain current METAR and SPECI, together with trend forecasts where available, TAF and SIGMET, special air-reports not covered by a SIGMET.

11.5 Use of aeronautical broadcasting service —contents of VOLMET broadcast

11.5.1 Continuous VOLMET broadcasts, normally on very high frequencies (VHF), shall contain current METAR and SPECI, together with trend forecasts where available.

11.5.2 Scheduled VOLMET broadcasts, normally on high frequencies (HF), shall contain current METAR and SPECI, together with trend forecasts where available and, where so determined by regional air navigation agreement, TAF and SIGMET.

12. ADMINISTRATIVE REQUIREMENTS

12.1 Training and Personnel Requirement

12.1.1 The Aeronautical Meteorological Service Provider shall comply with the requirement concerning the qualifications and training of personnel in Aeronautical Meteorology as given in the Technical Regulations (WMO-No. 49) Volume I- General Meteorological Standards and Recommended Practices Part VI- Education and Training.

12.1.2 The Aeronautical Meteorological Service Provider shall develop an overall training policy and programme for the organization as well as job description for each of its staff. The training policy and programme shall lay down the training courses that different levels of staff have to undergo to perform their duties, including initial, recurrent and specialized training, where applicable, and supervised on-the-job training (OJT).

12.1.3 The Aeronautical Meteorological Service Provider shall submit the training programme to the Authority for approval.

12.1.4 The Aeronautical Meteorological Service shall conduct a yearly review of the training plan for each staff at the beginning of the year to identify any gaps in competency, changes in training requirement and prioritize the type of training required for the coming year.

12.1.5 The Aeronautical Meteorological Service Provider shall maintain individual training records for each of its staff.

12.2 Operations Manual

12.2.1 The Aeronautical Meteorological Service Provider shall develop an operations manual which shall serve to demonstrate how the Aeronautical Meteorological Service will comply with the requirements of this regulation.

12.2.2 The contents of the operations manual shall contain:

- a) The information required of the Aeronautical Meteorological Service Provider as mentioned in this regulation;
- b) The organizational structure of the Aeronautical Meteorological Service Provider that shows the position of each personnel, qualification, experience, duties and responsibilities of personnel who are responsible for ensuring the compliance of the organization with the requirements in paragraph a);

12.2.3 The Aeronautical Meteorological Service Provider shall:

- a) ensure that the personnel have ready access to the operations manual; and
- b) amend the operations manual whenever necessary to keep its content up to date.

12.2.4 The operations manual shall be submitted to the Authority for review, acceptance and approval.

12.3 Documentation

12.3.1 The Aeronautical Meteorological Service Provider shall maintain all documents which are necessary for the operation and maintenance of the service. Copies of these documents shall also be made available to personnel.

12.3.2 The Aeronautical Meteorological Service Provider shall establish a process for the authorization and amendment of these documents to ensure that they are constantly updated. The process shall ensure that:

- a) the currency of the documentation can be readily determined;
- b) amendments to the documentation are controlled in accordance with established quality management principles; and
- c) only current versions of documents are available.

12.3.3 The Aeronautical Meteorological Service Provider shall ensure that where documents are held as computer-based records and where paper copies of computer based records are made, they are subjected to the same control as paper documents.

12.4 Records

12.4.1 The Aeronautical Meteorological Service Provider shall establish a system of record-keeping that allows adequate storage of the records and reliable traceability of all its activities

12.4.2 The format and the retention period of the records referred to in 12.4.1 shall be specified in the Aeronautical Meteorological Service Provider management policies and procedures Manual.

12.4.3 Records shall be stored in a manner that ensures protection against damage, alteration and theft.

12.5 Facility Requirements

The Aeronautical Meteorological Service Provider shall have adequate and appropriate facilities and equipment to perform and manage all tasks and activities in accordance with this regulations.

12.6 Meteorological Instruments

12.6.1 The location of meteorological instruments or of the sensors connected with the Instruments at aerodromes shall follow a range of requirements and conditions in addition to adequate instrument exposure which the instrument location shall satisfy, and in particular these include the following:

- a) A representative measurement for the aerodrome as a whole, and for take-off and landing operations in particular;
- b) Compliance with obstacle restriction provisions and frangibility requirement; and
- c) Suitability of location in respect of terrain conditions, power supply and communication facilities

12.7 Equipment Installation, Maintenance and calibration

12.7.1 The Aeronautical Meteorological Service Provider shall not install, commission or decommission any equipment without the notifying the Authority.

12.7.2 Any equipment requiring calibration shall be calibrated in accordance with the calibration periodicity prescribed by the Manufacturer and the report submitted to the Authority not later than fifteen (15) days after calibration.

12.7.3 The calibration schedule shall be submitted to the Authority before the preceding year of implementation.

IMPLEMENTING STANDARDS (IS)

IS 9.3 FLIGHT DOCUMENTATION — MODEL CHARTS AND FORMS

MODEL A OPMET information

MODEL IS Upper wind and upper-air temperature chart for standard isobaric surface

Example 1. Arrows, feathers and pennants (Mercator projection)

Example 2. Arrows, feathers and pennants (Polar stereographic projection)

MODEL SWH Significant weather chart (high level)

Example. Polar stereographic projection (showing the jet stream vertical extent)

MODEL SWM Significant weather chart (medium level)

MODEL SWL Significant weather chart (low level)

Example 1

Example 2

MODEL VAG Volcanic ash advisory information in graphical format

Example 1. Mercator projection

Example 2. Polar stereographic projection

MODEL SVA SIGMET for volcanic ash in graphical format

Example 1. Mercator projection

Example 2. Polar stereographic projection

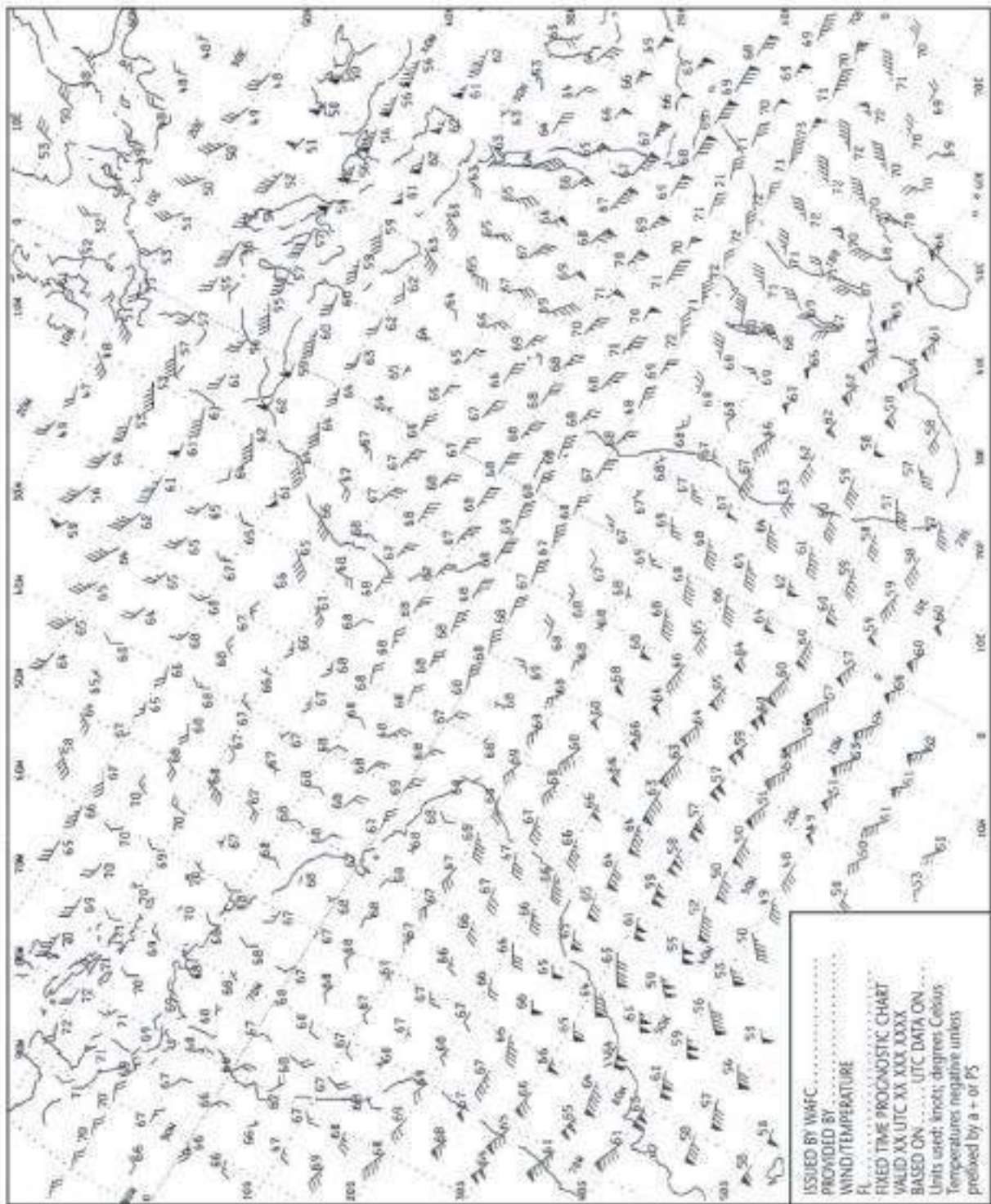
MODEL SGE SIGMET for phenomena other than volcanic ash in graphical

format MODEL SN Sheet of notations used in flight documentation

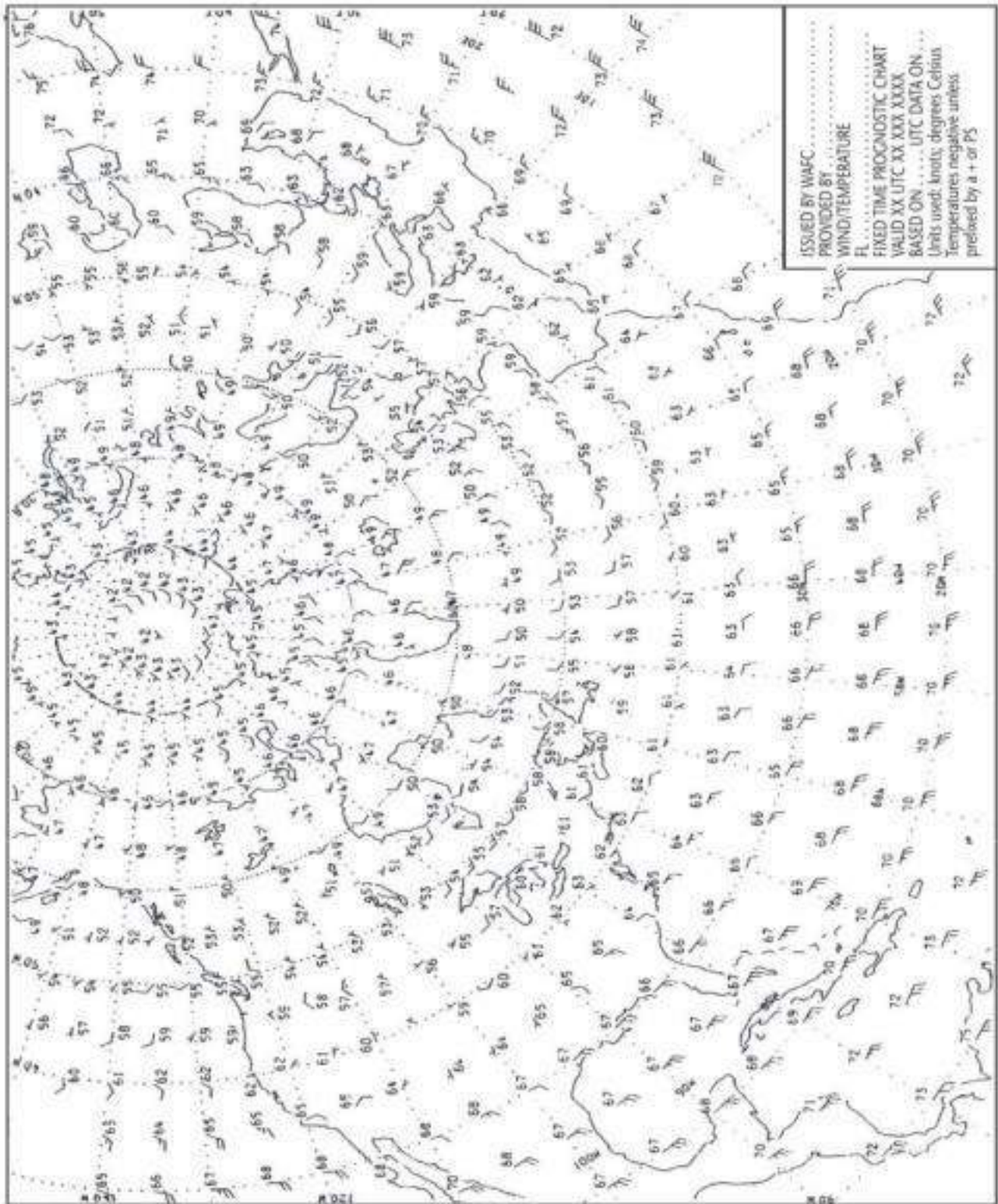
ISSUED BY METEOROLOGICAL OFFICE (DATE, TIME UTC)																								
<p>INTENSITY “ - ” (light); no indicator (moderate); “ + ” (heavy, or a tornado/waterspout in the case of funnel cloud(s)) are used to indicate the intensity of certain phenomena</p>																								
<p>DESCRIPTORS</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">MI – shallow</td> <td style="width: 25%;">PR – partial</td> <td style="width: 25%;">BL – blowing</td> <td style="width: 25%;">TS – thunderstorm</td> </tr> <tr> <td>BC – patches</td> <td>DR – low drifting</td> <td>SH – shower(s)</td> <td>FZ – freezing (supercooled)</td> </tr> </table>				MI – shallow	PR – partial	BL – blowing	TS – thunderstorm	BC – patches	DR – low drifting	SH – shower(s)	FZ – freezing (supercooled)													
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<p>PRESENT WEATHER ABBREVIATIONS</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">DZ – drizzle</td> <td style="width: 33%;">BR – mist</td> <td style="width: 33%;">PO – dust/sand whirls (dust devils)</td> </tr> <tr> <td>RA – rain</td> <td>FG – fog</td> <td>SQ – squall</td> </tr> <tr> <td>SN – snow</td> <td>FU – smoke</td> <td>FC – funnel cloud(s) (tornado or waterspout)</td> </tr> <tr> <td>SG – snow grains</td> <td>VA – volcanic ash</td> <td>SS – sandstorm</td> </tr> <tr> <td>PL – ice pellets</td> <td>DU – widespread dust</td> <td>DS – duststorm</td> </tr> <tr> <td>GR – hail</td> <td>SA – sand</td> <td></td> </tr> <tr> <td>GS – small hail and/or snow pellets</td> <td>HZ – haze</td> <td></td> </tr> </table>				DZ – drizzle	BR – mist	PO – dust/sand whirls (dust devils)	RA – rain	FG – fog	SQ – squall	SN – snow	FU – smoke	FC – funnel cloud(s) (tornado or waterspout)	SG – snow grains	VA – volcanic ash	SS – sandstorm	PL – ice pellets	DU – widespread dust	DS – duststorm	GR – hail	SA – sand		GS – small hail and/or snow pellets	HZ – haze	
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<p>EXAMPLES</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">+SHRA – heavy shower of rain</td> <td style="width: 50%;">TSSN – thunderstorm with moderate snow</td> </tr> <tr> <td>FZDZ – moderate freezing drizzle</td> <td>SNRA – moderate snow and rain</td> </tr> <tr> <td>+TSSNGR – thunderstorm with heavy snow and hail</td> <td></td> </tr> </table>				+SHRA – heavy shower of rain	TSSN – thunderstorm with moderate snow	FZDZ – moderate freezing drizzle	SNRA – moderate snow and rain	+TSSNGR – thunderstorm with heavy snow and hail																
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<p>METAR CYUL 240700Z 27018G30KT 5000 SN FEW020 BKN045 M02/M07 Q0995= METAR EDDF 240950Z 05015KT 9999 FEW025 04/M05 Q1018 NOSIG= METAR LFPG 241000Z 07010KT 5000 SCT010 BKN040 02/M01 Q1014 NOSIG= SPECI GMMC 220530Z 24006KT 5000 –TSGR BKN016TCU FEW020CB SCT026 08/07 Q1013= TAF AMD NZAA 240855Z 2409/2506 24010KT 9999 FEW030 BECMG 2411/2413 VRB02KT 2000 HZ FM 242200 24010KT CAVOK= TAF ZBAA 240440Z 2406/2506 13004MPS 6000 NSC BECMG 2415/2416 2000 SN OVC040 TEMPO 2418/24211000 SN BECMG 2500/2501 32004MPS 3500 BR NSC BECMG 2503/2504 32010G20MPS CAVOK= TAF YSSY 240443Z 2406/2506 05015KT 3000 BR SCT030 BECMG 2414/2416 33008KT FM 2422 04020KT CAVOK= HECC SIGMET 2 VALID 240900/241200 HECA- HECC CAIRO FIR SEV TURB OBS N OF N27 FL 390/440 MOV E 25KMH NC.</p>																								

UPPER WIND AND UPPER-AIR TEMPERATURE CHART FOR STANDARD ISOBARIC SURFACE

Example 1. Arrows, feathers and pennants (Mercator projection)

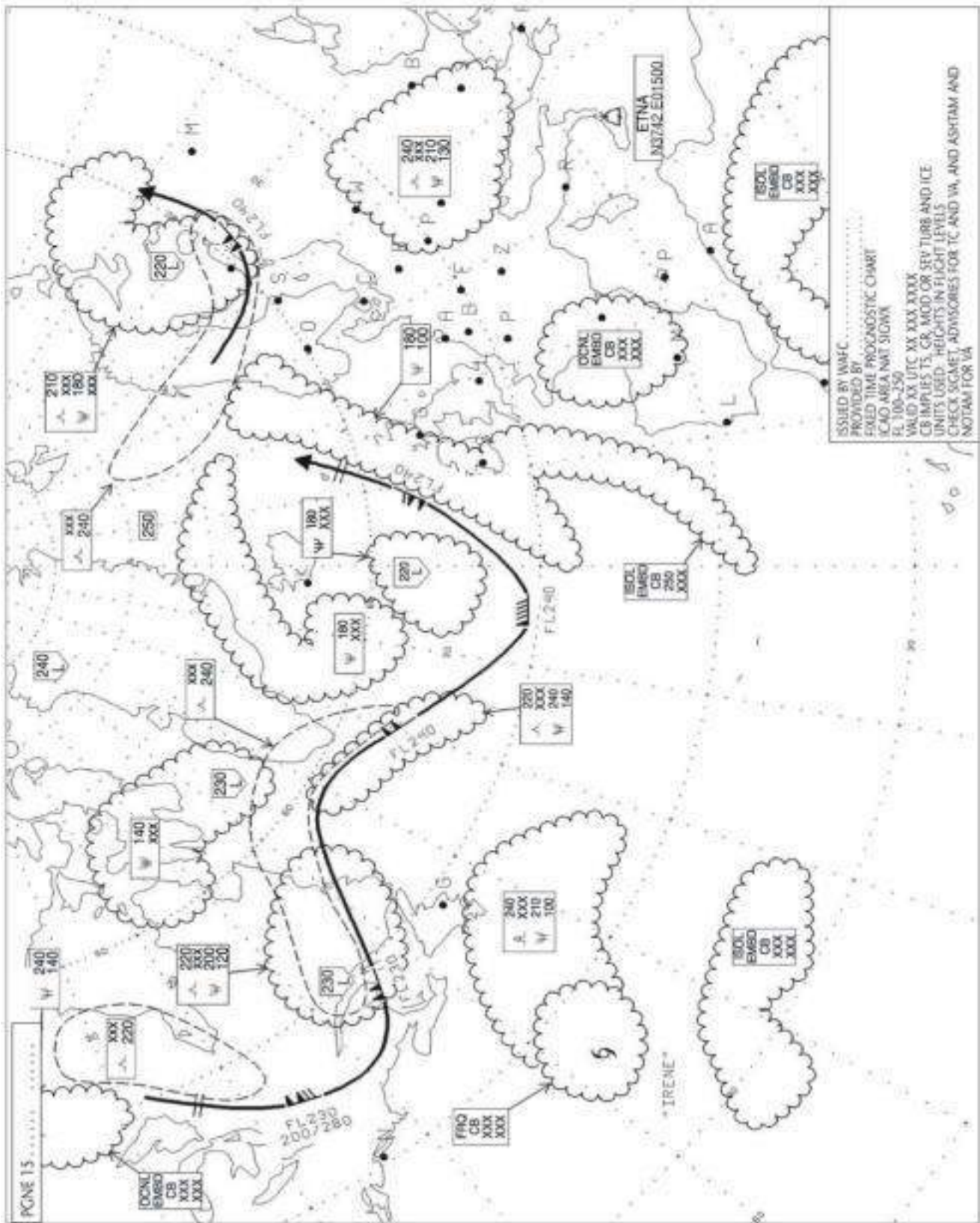


UPPER WIND AND UPPER-AIR TEMPERATURE CHART FOR STANDARD ISOBARIC SURFACE MODEL IS Example 2. Arrows, feathers and pennants (Polar stereographic projection)



SIGNIFICANT WEATHER CHART (MEDIUM LEVEL)

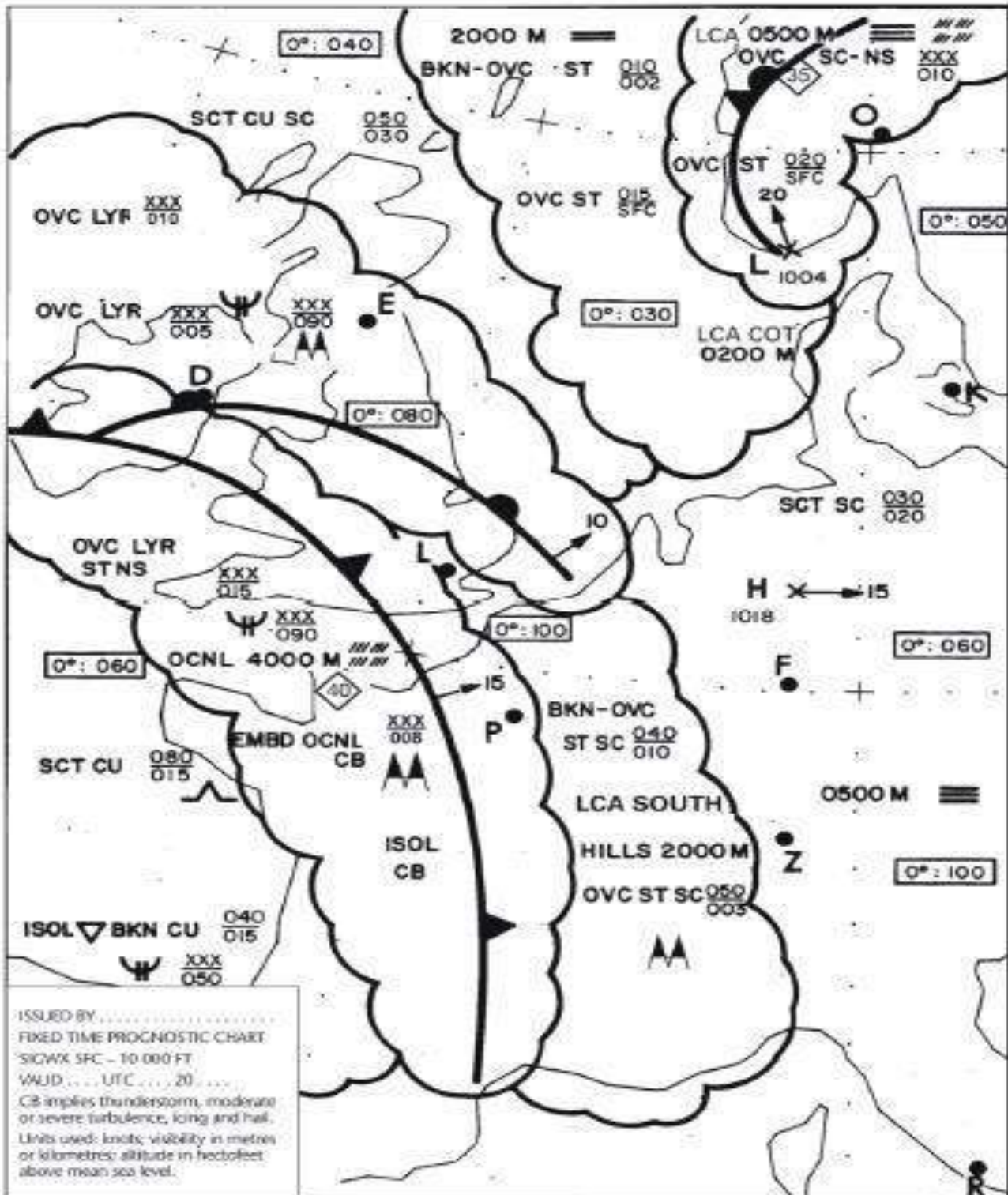
MODEL SWM



SIGNIFICANT WEATHER CHART (LOW LEVEL)

MODEL SWL

Example 1



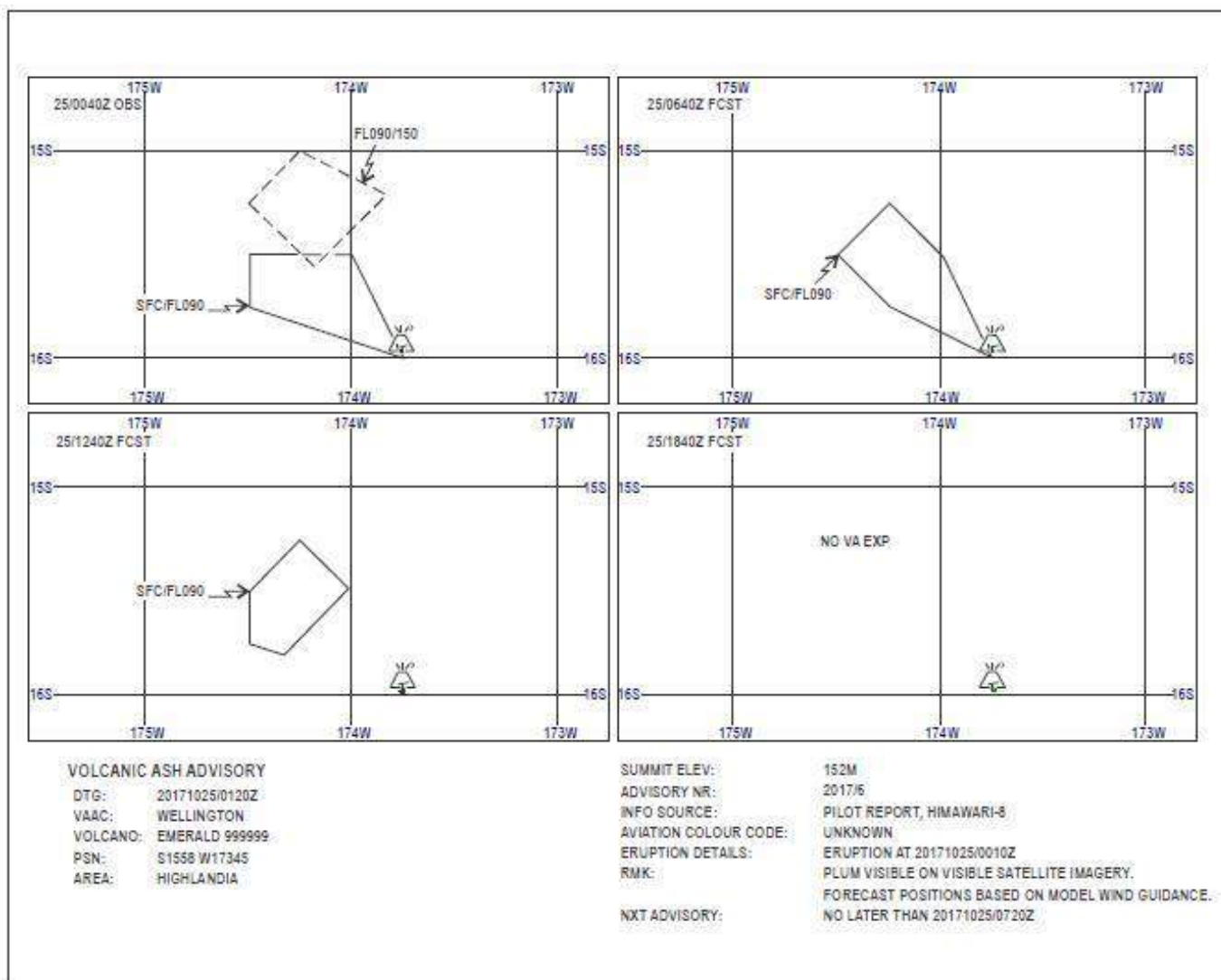
SIGNIFICANT WEATHER CHART (LOW LEVEL)

MODEL SWL

Example 2

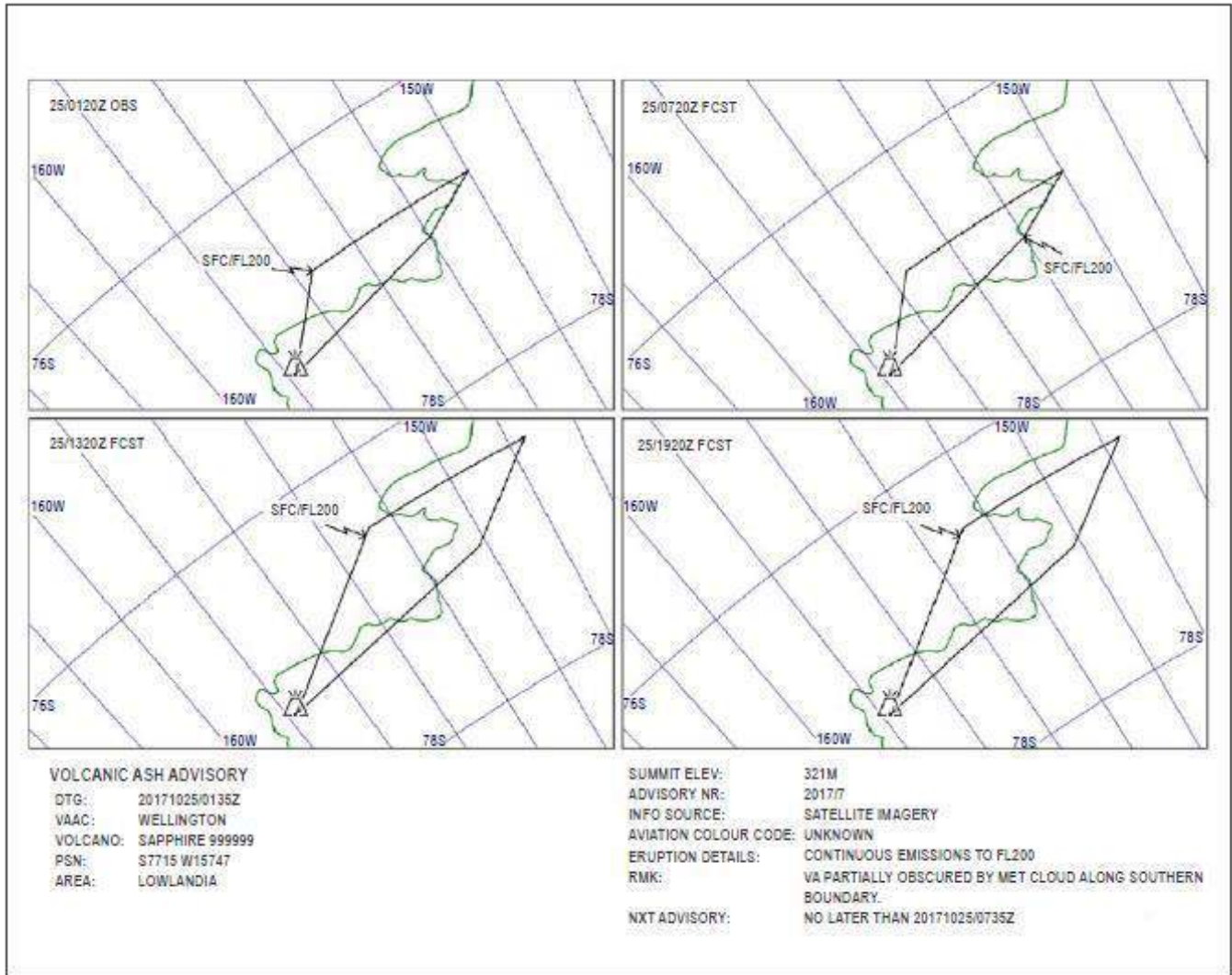
FIXED TIME PROGNOSTIC CHART		VALID	UTC	20	BASED ON	UTC DATA ON	0°C
	VARIANT						
	AREA A					~ SCT CU 025/080	50
	ISOL					~ BKN CU 015/XXX ~ 050/XXX	
	AREA B					~ OVC LVR ST NS 015/XXX ~ 050/XXX	50
	OCNL	4000	HEAVY RAIN				
	ISOL	1000	THUNDERSTORM				
	AREA C					BKN to OVC ST SC 010/040	100
	LCA SOUTH COT HILLS	2000	DRIZZLE			OVC ST SC 003/050 M	
	AREA D					OVC LVR SC NS 010/XXX	90
	LCA NORTH	4500	RAIN			OVC LVR ST NS 005/XXX ~ 090/XXX M	
	AREA E					SCT SC 020/030	40
	LCA LAND	0500	FOG				
	AREA F	2000	MIST			BKN to OVC ST 002/010	30
LCA COT HILLS	0200	FOG			OVC ST SFC/015		
AREA G	4500	RAIN			~ OVC CU SC NS 010/XXX ~ 030/XXX	30	
LCA NORTH	0500	FOG			OVC ST SFC/010		
AREA J					SCT CU SC 030/050	40	
LCA HILLS NORTH					~ BLW 070		
<p>SIGWX SFC - 10 000 FT ISSUED BY AT UTC</p> <p>Notes: 1. Pressure in hPa and speeds in knots. 2. Vis not included if less than 5 000 m. M implies vis 200 m or less. 3. Altkde in brackets above MSL XXX = above 10 000 ft. 4. CB implies MOD/SEV icing, turbulence and thunderstorm. 5. Only significant weather and/or weather phenomena causing visibility reduction below 3 000 m included.</p>							<p>REMARKS: EAST TO NE GALES SHETLAND TO HEBRIDES - SEVERE MOUNTAIN WAVES NW SCOTLAND - FOG PATCHES EAST ANGLIA - WDSR FOG OVER NORTH FRANCE, BELGIUM AND THE NETHERLANDS</p>

**VOLCANIC ASH ADVISORY INFORMATION IN GRAPHICAL FORMAT MODEL
VAG Example 1. Mercator projection**



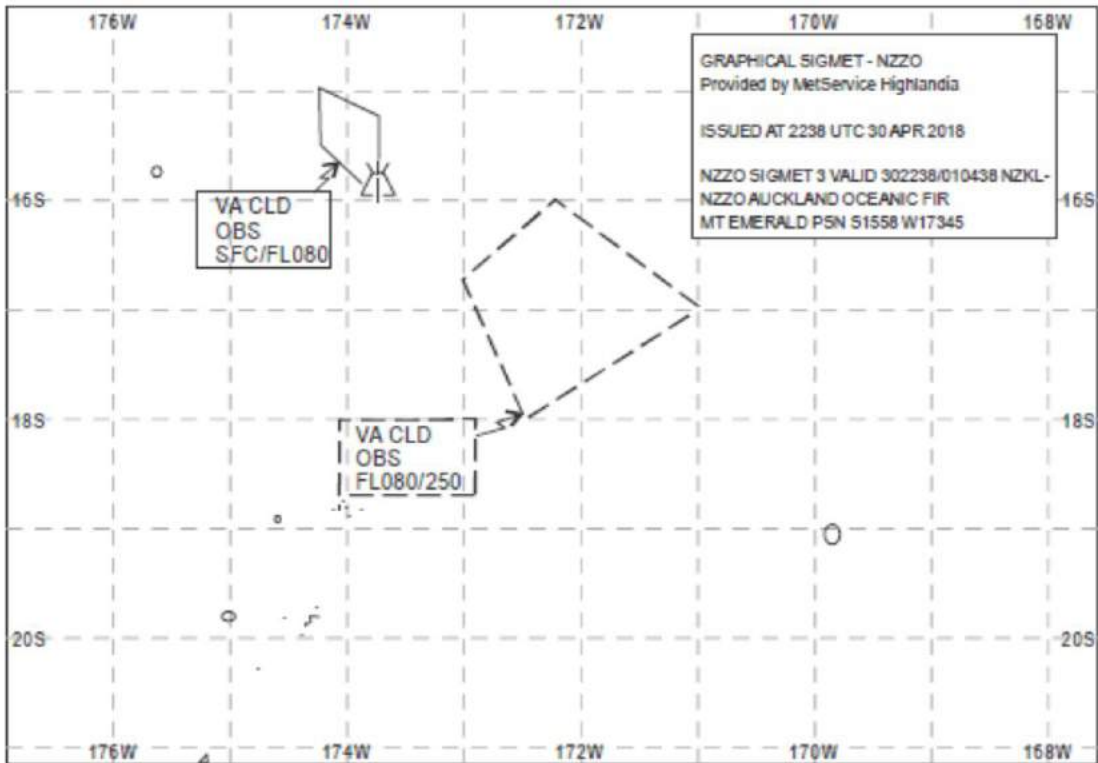
VOLCANIC ASH ADVISORY INFORMATION IN GRAPHICAL FORMAT MODEL VAG

Example 2. Polar stereographic projection

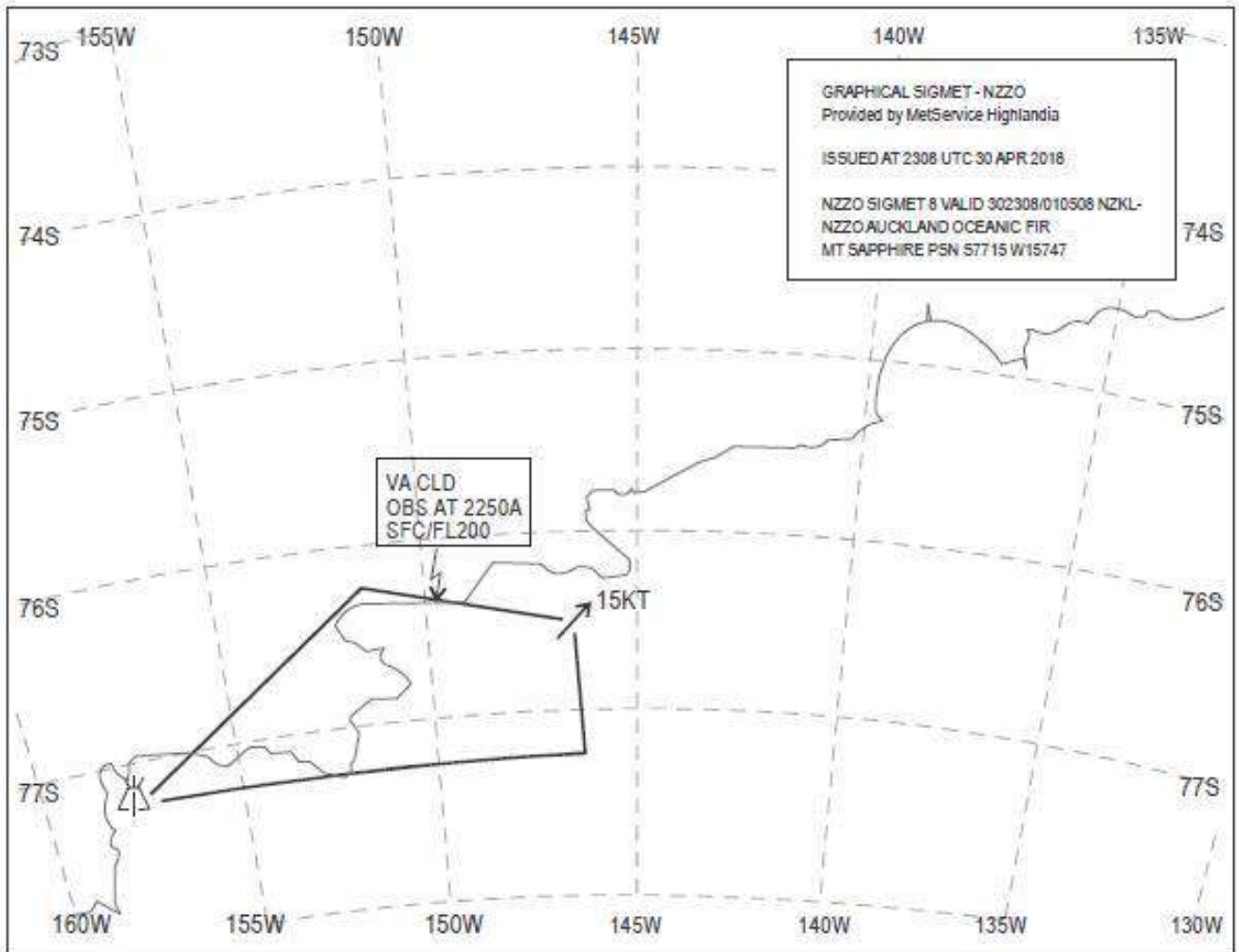


SIGMET FOR VOLCANIC ASH IN GRAPHICAL FORMAT MODEL SVA Example 1.

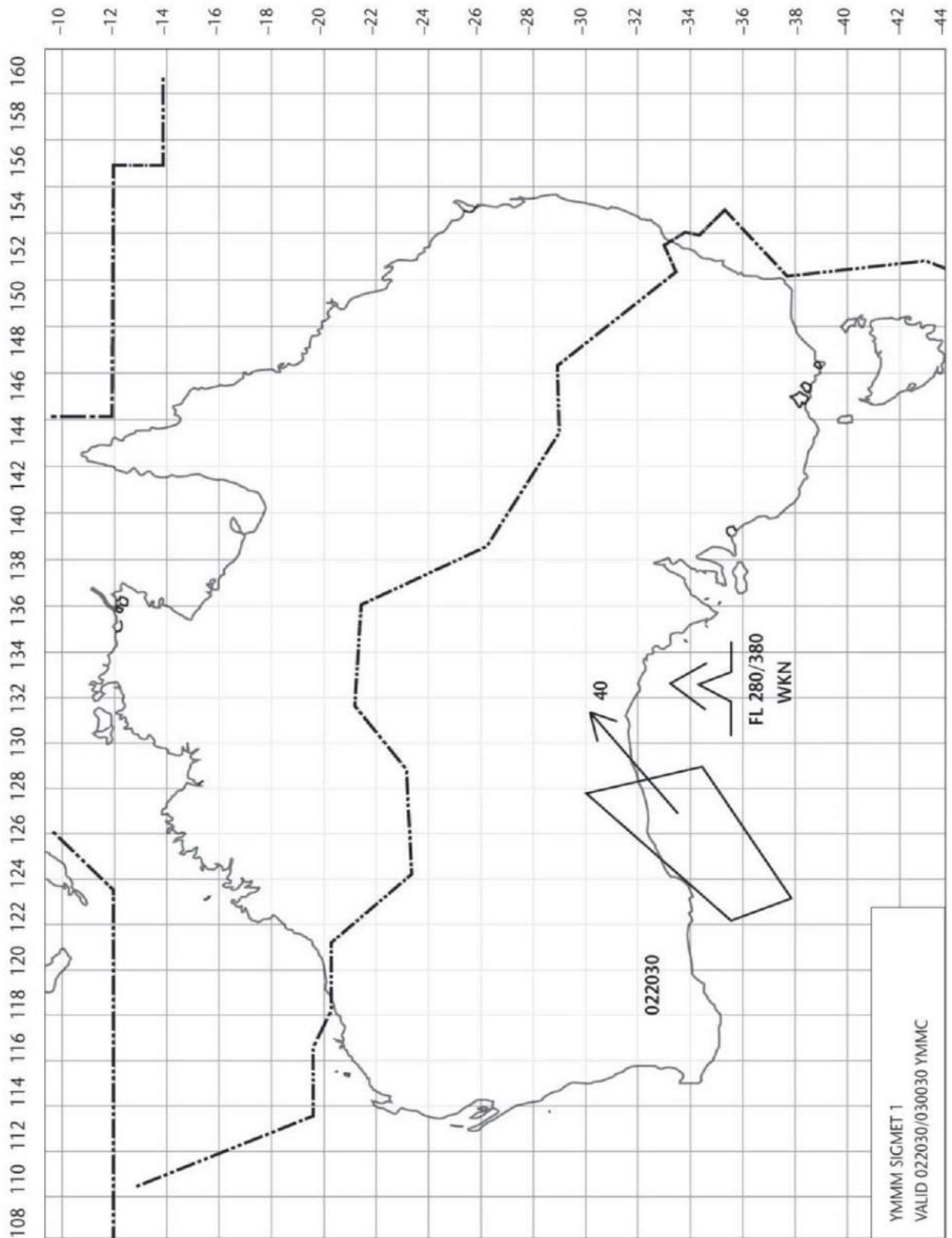
Mercator projection



SIGMET FOR VOLCANIC ASH IN GRAPHICAL FORMAT MODEL SVA Example 1.
Polar stereographic projection



SIGMET FOR PHENOMENA OTHER THAN VOLCANIC MODEL SGE ASH IN GRAPHICAL FORMAT



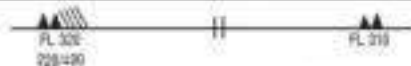
1. Symbols for significant weather

	Tropical cyclone	+	Drizzle
	Severe squall line*		Rain
	Moderate turbulence	+	Snow
	Severe turbulence		Shower
	Mountain waves		Widespread blowing snow
	Moderate aircraft icing		Severe sand or dust haze
	Severe aircraft icing		Widespread sandstorm or duststorm
	Widespread fog		Widespread haze
	Radioactive materials in the atmosphere**		Widespread mist
	Volcanic eruption***		Widespread smoke
	Mountain obscuration		Freezing precipitation****

- * In-flight documentation for flights operating up to FL 100. This symbol refers to "squall line".
 - ** The following information should be included in a separate text box on the chart: radioactive materials in the atmosphere symbol; latitude/longitude of release site; and (if known) the name of the site of the radioactive source. In addition, the legend of SIGWX charts on which a release of radiation is indicated should contain "CHECK SIGMET AND NOTAM FOR RDOACT CLD". The centre of the radioactive materials in the atmosphere symbol should be placed on significant weather charts at the latitude/longitude site of the radioactive source.
 - *** The following information should be included in a separate text box on the chart: volcanic eruption symbol; the name of the volcano (if known); and the latitude/longitude of the eruption. In addition, the legend of SIGWX charts should indicate "CHECK SIGMET, ADVISORIES FOR TC AND VA, AND ASHTAM AND NOTAM FOR VA". The dot on the base of the volcanic eruption symbol should be placed on significant weather charts at the latitude/longitude site of the volcanic event.
 - **** This symbol does not refer to icing due to precipitation coming into contact with an aircraft which is at a very low temperature.
- Note: Height indications between which phenomena are expected, top above base as per chart legend.

2. Fronts and convergence zones and other symbols used

	Cold front at the surface		Position, speed and level of maximum wind
	Warm front at the surface		Convergence line
	Occluded front at the surface		Freezing level
	Quasi-stationary front at the surface		Intertropical convergence zone
	Tropopause high		State of the sea
	Tropopause low		Sea-surface temperature
	Tropopause level		Widespread strong surface wind*



Wind arrows indicate the maximum wind in jet and the flight level at which it occurs. If the maximum wind speed is 60 m/s (120 kt) or more, the flight levels between which winds are greater than 40 m/s (80 kt) is placed below the maximum wind level. In this example, winds are greater than 40 m/s (80 kt) between FL 220 and FL 400. The heavy line delineating the jet axis begins/ends at the points where a wind speed of 40 m/s (80 kt) is forecast.

Symbol used whenever the height of the jet axis changes by +/-3000 ft or the speed changes by +/-20 kt.

* This symbol refers to widespread surface wind speeds exceeding 15 m/s (30 kt).

3. Abbreviations used to describe clouds

3.1 Type

CI = Cirrus	AS = Altostratus	ST = Stratus
CC = Cirrocumulus	NS = Nimbostratus	CU = Cumulus
CS = Cirrostratus	SC = Stratocumulus	CB = Cumulonimbus
AC = Altocumulus		

3.2 Amount

Clouds except CB

FEW = few (1/8 to 2/8)	BKN = broken (5/8 to 7/8)
SCT = scattered (3/8 to 4/8)	OVC = overcast (8/8)

CB-only

ISOL = individual CBs (isolated)
OCNL = well-separated CBs (occasional)
FRQ = CBs with little or no separation (frequent)
EMBD = CBs embedded in layers of other clouds or concealed by haze (embedded)

3.3 Heights

Heights are indicated on SWH and SWM charts in flight levels (FL), top over base. When XXX is used, tops or bases are outside the layer of the atmosphere to which the chart applies. In SWL charts: (a) Heights are indicated as altitudes above mean sea level; (b) The abbreviation SFC is used to indicate ground level.

4. Depicting of lines and systems on specific charts

4.1 Model SWH and SWM – Significant weather charts (high and medium)

- Scalloped line = demarcation of areas of significant weather
- Heavy broken line = delineation of area of CAT
- Heavy solid line interrupted by wind arrow and flight level = position of jet stream axis with indication of wind direction, speed in kt or m/s and height in flight levels. The vertical extent of the jet stream is indicated (in flight levels), e.g. FL 270 accompanied by 240/290 indicates that the jet extends from FL 240 to FL 290.
- Flight levels inside small rectangles = height in flight levels of tropopause at spot locations, e.g. . Low and high points of the tropopause topography are indicated by the letters L or H, respectively, inside a pentagon with the height in flight levels. Display explicit FL for jet depths and tropopause height even if outside forecast bounds.

4.2 Model SWL – Significant weather chart (low level)

- X = position of pressure centres given in hectopascals
- L = centre of low pressure
- H = centre of high pressure
- Scalloped lines = demarcation of area of significant weather
- Dashed lines = altitude of 0°C isotherm in feet (hectofoot) or metres. Note: 0°C level may also be indicated by , i.e. 0°C level is at an altitude of 6000 ft.
- Figures on arrows = speed in kt or km/h of movement of frontal systems, depressions or anticyclones
- Figure inside the state of the sea symbol = total wave height in feet or metres
- Figure inside the sea-surface temperature symbol = sea-surface temperature in °C
- Figures inside the strong surface wind symbol = wind in kt or m/s

4.3 Arrows, feathers and pennants

Arrows indicate direction. Number of pennants and/or leathers correspond to speed.

Example: 270/115 kt (equivalent to 57.5 m/s)
Pennants correspond to 50 kt or 25 m/s
Feathers correspond to 10 kt or 5 m/s
Half-feathers correspond to 5 kt or 2.5 m/s

* A conversion factor of 1 to 2 is used.

IS 4 TECHNICAL SPECIFICATIONS RELATED TO METEOROLOGICAL OBSERVATIONS AND REPORTS

1. General Provisions Related to Meteorological Observations

- 1.1** The meteorological instruments used at an aerodrome shall be situated in such a way as to supply data which are representative of the area for which the measurements are required.
- 1.2** Meteorological instruments at aeronautical meteorological stations shall be exposed, operated and maintained in accordance with the practices, procedures and specifications promulgated by the World Meteorological Organization (WMO).
- 1.3** The observers at an aerodrome shall be located, in as far as is practicable, so as to supply data which are representative of the area for which the observations are required.
- 1.4** Where automated equipment forms part of an integrated semi-automatic observing system, displays of data which are made available to the local air traffic services units shall be a subset of and displayed parallel to those available in the local meteorological service unit. In those displays, each meteorological element shall be annotated to identify, as appropriate, the locations for which the element is representative.

2. General Criteria Related to Meteorological Reports

2.1 Format of meteorological reports

- 2.1.1** Local routine and special reports shall be issued in abbreviated plain language, in accordance with the template shown in Table 3-1.
- 2.1.2** METAR and SPECI shall be issued in accordance with the template shown in Table 3-2 and disseminated in the METAR and SPECI code forms prescribed by WMO.
- 2.1.3** METAR and SPECI shall be disseminated in IWXXM GML form in addition to the dissemination of the METAR and SPECI in accordance with 2.1.2.

2.2 Use of CAVOK

When the following conditions occur simultaneously at the time of observation:

- a) visibility, 10 km or more, and the lowest visibility is not reported;
- b) no cloud of operational significance;
- c) no weather of significance to aviation as given in 4.4.2.3, 4.4.2.5 and 4.4.2.6;

Information on visibility, runway visual range, present weather and cloud amount, cloud type and height

Of cloud base shall be replaced in all meteorological reports by the term “CAVOK”.

2.3 Criteria for issuance of local special reports and SPECI

- 2.3.1** The list of criteria for the issuance of local special reports shall include the following:
 - a) those values which most closely correspond with the operating minima of the operators using the aerodrome;
 - b) those values which satisfy other local requirements of the air traffic services units and of the operators;

- c) an increase in air temperature of 2°C or more from that given in the latest report, or an alternative threshold value as agreed between the Aeronautical Meteorological Service Provider, the air traffic service provider and the operators concerned;
- d) the available supplementary information concerning the occurrence of significant meteorological conditions in the approach and climb-out areas as given in Table 3-1;
- e) when noise abatement procedures are applied in accordance with the PANS-ATM (Doc 4444) and the variation from the mean surface wind speed (gusts) has changed by 2.5 m/s (5 kt) or more from that at the time of the latest report, the mean speed before and/or after the change being 7.5 m/s (15 kt) or more; and
- f) those values which constitute criteria for SPECI.

2.3.2 Where required in accordance with Chapter 4, 4.4.2 b), SPECI shall be issued whenever changes in accordance with the following criteria occur:

- a) when the mean surface wind direction has changed by 60° or more from that given in the latest report, the mean speed before and/or after the change being 5 m/s (10 kt) or more;
- b) when the mean surface wind speed has changed by 5 m/s (10 kt) or more from that given in the latest report;
- c) when the variation from the mean surface wind speed (gusts) has changed by 5 m/s (10 kt) or more from that at the time of the latest report, the mean speed before and/or after the change being 7.5 m/s (15 kt) or more;
- d) when the onset, cessation or change in intensity of any of the following weather phenomena occurs:
 - 1) freezing precipitation
 - 2) moderate or heavy precipitation (including showers thereof)
 - 3) thunderstorm (with precipitation);
- e) when the onset or cessation of any of the following weather phenomena occurs:
 - 1) freezing fog
 - 2) thunderstorm (without precipitation);
- f) when the amount of a cloud layer below 450 m (1 500 ft) changes:
 - 1) from SCT or less to BKN or OVC; or
 - 2) from BKN or OVC to SCT or less.

2.3.3 Where required in accordance with 4.4.2 b), SPECI shall be issued whenever changes in accordance with the following criteria occur:

- a) when the wind changes through values of operational significance. The threshold values shall be established by the Aeronautical Meteorological Service Provider in consultation with the air traffic service provider and the operators concerned, taking into account changes in the wind which would:
 - 1) require a change in runway(s) in use; and
 - 2) indicate that the runway tailwind and crosswind components have changed through values representing the main operating limits for typical aircraft operating at the aerodrome;

- b) when the visibility is improving and changes to or passes through one or more of the following values, or when the visibility is deteriorating and passes through one or more of the following values:
 - 1) 800, 1 500 or 3 000 m; and
 - 2) 5 000 m, in cases where significant numbers of flights are operated in accordance with the visual flight rules;
- c) when the runway visual range is improving and changes to or passes through one or more of the following values, or when the runway visual range is deteriorating and passes through one or more of the following values: 50, 175, 300, 550 or 800 m;
- d) when the onset, cessation or change in intensity of any of the following weather phenomena occurs:
 - 1) duststorm
 - 2) sandstorm
 - 3) funnel cloud (tornado or waterspout);
- e) when the onset or cessation of any of the following weather phenomena occurs:
 - 1) low drifting dust, sand or snow
 - 2) blowing dust, sand or snow
 - 3) squall;
- f) when the height of base of the lowest cloud layer of BKN or OVC extent is lifting and changes to or passes through one or more of the following values, or when the height of base of the lowest cloud layer of BKN or OVC extent is lowering and passes through one or more of the following values:
 - 1) 30, 60, 150 or 300 m (100, 200, 500 or 1 000 ft); and
 - 2) 450 m (1 500 ft), in cases where significant numbers of flights are operated in accordance with the visual flight rules;
- g) when the sky is obscured and the vertical visibility is improving and changes to or passes through one or more of the following values, or when the vertical visibility is deteriorating and passes through one or more of the following values: 30, 60, 150 or 300 m (100, 200, 500 or 1 000 ft); and
- h) any other criteria based on local aerodrome operating minima, as agreed between the Aeronautical Meteorological Service Provider and the operators concerned.

2.3.4 When a deterioration of one weather element is accompanied by an improvement in another element, a single SPECI shall be issued; it shall then be treated as a deterioration report.

3. Dissemination of Meteorological Reports

3.1.1 METAR and SPECI

3.1.1 METAR and SPECI shall be disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement.

3.1.2 METAR and SPECI shall be disseminated to other aerodromes in accordance with regional air navigation agreement.

3.1.3 SPECI representing a deterioration in conditions shall be disseminated immediately after the observation. A SPECI representing a deterioration of one weather element and an improvement in another element shall be disseminated immediately after the observation.

3.1.4 A SPECI representing an improvement in conditions shall be disseminated only after the improvement has been maintained for 10 minutes; it shall be amended before dissemination, if necessary, to indicate the conditions prevailing at the end of that 10-minute period.

3.2 Local routine and special reports

3.2.1 Local routine reports shall be transmitted to local air traffic services units and shall be made available to the operators and to other users at the aerodrome.

3.2.2 Local special reports shall be transmitted to the air traffic services units as soon as the specified conditions occur. However, as agreed between the Aeronautical Meteorological Service Provider and the air traffic service provider, they need not be issued in respect of:

- a) any element for which there is in the local air traffic services unit a display corresponding to the one in the meteorological station, and where arrangements are in force for the use of this display to update information included in local routine and special reports; and
- b) runway visual range, when all changes of one or more steps on the reporting scale in use are being reported to the local air traffic services unit by an observer on the aerodrome.

Local special reports shall also be made available to the operators and to other users at the aerodrome.

4. Observing and Reporting Of Meteorological Elements

4.1 Surface wind

4.1.1 Siting

4.1.1.2 Surface wind shall be observed at a height of 10 ± 1 m (30 ± 3 ft) above the ground.

4.1.1.2 Representative surface wind observations shall be obtained by the use of sensors appropriately sited. Sensors for surface wind observations for local routine and special reports shall be sited to give the best practicable indication of conditions along the runway and touchdown zones. At aerodromes where topography or prevalent weather conditions cause significant differences in surface wind at various sections of the runway, additional sensors shall be provided.

4.1.2 Displays

4.1.2.1 Surface wind displays relating to each sensor shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required as specified in 4.1.1.2, the displays shall be clearly marked to identify the runway and section of runway monitored by each sensor.

4.1.2.2 The mean values of, and significant variations in, the surface wind direction and speed for each sensor shall be derived and displayed by automated equipment.

4.1.3 Averaging

4.1.3.1 The averaging period for surface wind observations shall be:

- a) 2 minutes for local routine and special reports and for wind displays in air traffic services units; and
- b) 10 minutes for METAR and SPECI, except that when the 10-minute period includes a marked discontinuity in the wind direction and/or speed, only data occurring after the discontinuity shall be used for obtaining mean values; hence, the time interval in these circumstances shall be correspondingly reduced.

4.1.3.2 The averaging period for measuring variations from the mean wind speed (gusts) reported in accordance with 4.1.5.2 c) shall be 3 seconds for local routine reports, local special reports, METAR, SPECI and wind displays used for depicting variations from the mean wind speed (gusts) in air traffic services units.

4.1.4 Accuracy of measurement

The reported direction and speed of the mean surface wind, as well as variations from the mean surface wind, shall meet the operationally desirable accuracy of measurement.

4.1.5 Reporting

4.1.5.1 In local routine reports, local special reports, METAR and SPECI, the surface wind direction and speed shall be reported in steps of 10 degrees true and 1 metre per second (or 1 knot), respectively. Any observed value which does not fit the reporting scale in use shall be rounded to the nearest step in the scale.

4.1.5.2 In local routine reports, local special reports, METAR and SPECI:

- a) the units of measurement used for the wind speed shall be indicated;
- b) variations from the mean wind direction during the past 10 minutes shall be reported as follows, if the total variation is 60° or more:
 - 1) when the total variation is 60° or more and less than 180° and the wind speed is 1.5 m/s (3 kt) or more, such directional variations shall be reported as the two extreme directions between which the surface wind has varied;
 - 2) when the total variation is 60° or more and less than 180° and the wind speed is less than 1.5 m/s (3 kt), the wind direction shall be reported as variable with no mean wind direction; or
 - 3) when the total variation is 180° or more, the wind direction shall be reported as variable with no mean wind direction;
- c) variations from the mean wind speed (gusts) during the past 10 minutes shall be reported when the maximum wind speed exceeds the mean speed by:
 - 1) 2.5 m/s (5 kt) or more in local routine and special reports when noise abatement procedures are applied in accordance with the PANS-ATM or
 - 2) 5m/s (10 kt) or more otherwise;
- d) when a wind speed of less than 0.5 m/s (1 kt) is reported, it shall be indicated as calm;
- e) when a wind speed of 50 m/s (100 kt) or more is reported, it shall be indicated to be more than 49 m/s (99 kt); and

- f) when the 10-minute period includes a marked discontinuity in the wind direction and/or speed, only variations from the mean wind direction and mean wind speed occurring since the discontinuity shall be reported.

4.1.5.3 In local routine and special reports:

- a) if the surface wind is observed from more than one location along the runway, the locations for which these values are representative shall be indicated;
- b) when there is more than one runway in use and the surface wind related to these runways is observed, the available wind values for each runway shall be given, and the runways to which the values refer shall be reported;
- c) when variations from the mean wind direction are reported in accordance with 4.1.5.2 b) 2), the two extreme directions between which the surface wind has varied shall be reported; and
- d) when variations from the mean wind speed (gusts) are reported in accordance with 4.1.5.2 c), they shall be reported as the maximum and minimum values of the wind speed attained.

4.1.5.4 In METAR and SPECI, when variations from the mean wind speed (gusts) are reported in accordance with c), the maximum value of the wind speed attained shall be reported.

4.2 Visibility

4.2.1 Siting

4.2.1.1 When instrumented systems are used for the measurement of visibility, the visibility shall be measured at a height of approximately 2.5 m (7.5 ft) above the runway.

4.2.1.2 When instrumented systems are used for the measurement of visibility, representative visibility observations shall be obtained by the use of sensors appropriately sited. Sensors for visibility observations for local routine and special reports shall be sited to give the best practicable indications of visibility along the runway and touchdown zone.

4.2.2 Displays

When instrumented systems are used for the measurement of visibility, visibility displays relating to each sensor shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors, and where separate sensors are required as specified in 4.2.1, the displays shall be clearly marked to identify the area, e.g. runway and section of runway, monitored by each sensor.

4.2.3 Averaging

When instrumented systems are used for the measurement of visibility, their output shall be updated at least every 60 seconds to permit provision of current representative values. The averaging period shall be:

- a) 1 minute for local routine and special reports and for visibility displays in air traffic services units; and
- b) 10 minutes for METAR and SPECI, except that when the 10-minute period immediately preceding the observation includes a marked discontinuity in the visibility, only those values occurring after the discontinuity shall be used for obtaining mean values.

4.2.4 Reporting

4.2.4.1 In local routine reports, local special reports, METAR and SPECI, the visibility shall be reported in steps of 50 m when the visibility is less than 800 m; in steps of 100 m when it is 800 m or more but less than 5 km; in kilometre steps when it is 5 km or more but less than 10 km; and as 10 km when it is 10 km or more except when the conditions for the use of CAVOK apply. Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.

4.2.4.2 In local routine and special reports, visibility along the runway(s) shall be reported together with the units of measurement used to indicate visibility.

4.2.4.3 In local routine and special reports, when instrumented systems are used for the measurement of visibility:

- a) if the visibility is observed from more than one location along the runway as specified in Chapter 4, 4.6.2.2, the values representative of the touchdown zone shall be reported first, followed, as necessary, by the values representative of the mid-point and stop-end of the runway, and the locations for which these values are representative shall be indicated; and
- b) when there is more than one runway in use and the visibility is observed related to these runways, the available visibility values for each runway shall be reported, and the runways to which the values refer shall be indicated.

4.2.4.3 In METAR and SPECI, visibility shall be reported as prevailing visibility, as defined in Chapter 1. When the visibility is not the same in different directions and

- a) when the lowest visibility is different from the prevailing visibility, and 1) less than 1 500 m or 2) less than 50 per cent of the prevailing visibility and less than 5 000 m; the lowest visibility observed shall also be reported and, when possible, its general direction in relation to the aerodrome reference point indicated by reference to one of the eight points of the compass. If the lowest visibility is observed in more than one direction, then the most operationally significant direction shall be reported; and
- b) when the visibility is fluctuating rapidly, and the prevailing visibility cannot be determined, only the lowest visibility shall be reported, with no indication of direction.

4.3 Runway visual range

4.3.1 Siting

4.3.1.1 Runway visual range shall be assessed at a height of approximately 2.5 m (7.5 ft) above the runway for instrumented systems or assessed at a height of approximately 5 m (15 ft) above the runway by a human observer.

4.3.1.2 Runway visual range shall be assessed at a lateral distance from the runway centre line of not more than 120 m. The site for observations to be representative of the touchdown zone shall be located about 300 m along the runway from the threshold. The sites for observations to be representative of the mid-point and stop-end of the runway shall be located at a distance of 1 000 to 1 500 m along the runway from the threshold and at a distance of about 300 m from the other end of the

runway. The exact position of these sites and, if necessary, additional sites shall be decided after considering aeronautical, meteorological and climatological factors such as long runways, swamps and other fog-prone areas.

4.3.2 Instrumented systems

4.3.2.1 Instrumented systems based on transmissometers or forward-scatter meters shall be used to assess runway visual range on runways intended for Category II and III instrument approach and landing operations.

4.3.3 Display

4.3.3.1 Where runway visual range is determined by instrumented systems, one display or more, if required, shall be located in the meteorological station with corresponding displays in the air traffic services units. The displays in the meteorological station and in the air traffic services units shall be related to the same sensors, and where separate sensors are required as specified in 4.3.1.2, the displays shall be clearly marked to identify the runway and section of runway monitored by each sensor.

4.3.3.2 Where runway visual range is determined by human observers, runway visual range shall be reported to the appropriate local air traffic services units, whenever there is a change in the value to be reported in accordance with the reporting scale (except where the provisions of 3.2.2 a) or b) apply). The transmission of such reports shall normally be completed within 15 seconds after the termination of the observation.

4.3.4 Averaging

Where instrumented systems are used for the assessment of runway visual range, their output shall be updated at least every 60 seconds to permit the provision of current, representative values. The averaging period for runway visual range values shall be:

- a) 1 minute for local routine and special reports and for runway visual range displays in air traffic services units; and
- b) 10 minutes for METAR and SPECI, except that when the 10-minute period immediately preceding the observation includes a marked discontinuity in runway visual range values, only those values occurring after the discontinuity shall be used for obtaining mean values.

4.3.5 Reporting

4.3.5.1 In local routine reports, local special reports, METAR and SPECI, the runway visual range shall be reported in steps of 25 m when it is less than 400 m; in steps of 50 m when it is between 400 m and 800 m; and in steps of 100 m when the it is more than 800 m. Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.

4.3.5.2 In local routine reports, local special reports, METAR and SPECI:

- a) when runway visual range is above the maximum value that can be determined by the system in use, it shall be reported using the abbreviation “ABV” in local routine and special reports and the abbreviation “P” in METAR and SPECI, followed by the maximum value that can be determined by the system; and
- b) when the runway visual range is below the minimum value that can be determined by the system in use, it shall be reported using the abbreviation “BLW” in local routine and special reports and the abbreviation “M” in METAR and SPECI, followed by the minimum value that can be determined by the system.

4.3.5.3 In local routine and special reports:

- a) the units of measurement used shall be included;
- b) if runway visual range is observed from only one location along the runway, i.e. the touchdown zone, it shall be included without any indication of location;
- c) if the runway visual range is observed from more than one location along the runway, the value representative of the touchdown zone shall be reported first, followed by the values representative of the mid-point and stop-end and the locations for which these values are representative shall be indicated; and
- d) when there is more than one runway in use, the available runway visual range values for each runway shall be reported and the runways to which the values refer shall be indicated.

4.4 Present weather

4.4.1 Siting

When instrumented systems are used for observing present weather phenomena listed under 4.4.2.3 and 4.4.2.4, representative information shall be obtained by the use of sensors appropriately sited.

4.4.2 Reporting

4.4.2.1 In local routine and special reports, observed present weather phenomena shall be reported in terms of type and characteristics and qualified with respect to intensity, as appropriate.

4.4.2.2 In METAR and SPECI, observed present weather phenomena shall be reported in terms of type and characteristics and qualified with respect to intensity or proximity to the aerodrome, as appropriate.

4.4.2.3 In local routine reports, local special reports, METAR and SPECI, the following types of present weather phenomena shall be reported, using their respective abbreviations and relevant criteria, as appropriate:

- a) Precipitation

Drizzle	DZ
Rain	RA
Hail	GR

— Reported when diameter of largest hailstones is 5 mm or more.	
Small hail and/or snow pellets	GS
— Reported when diameter of largest hailstones is less than 5 mm.	
b) Obscurations (hydrometeors)	
Fog	FG
— Reported when visibility is less than 1 000 m, except when qualified by “MI”, “BC”, “PR” or “VC” (see 4.4.2.6 and 4.4.2.8).	
Mist	BR
— Reported when visibility is at least 1 000 m but not more than 5 000 m.	
c) Obscurations (lithometeors)	
a. The following shall be used only when the obscuration consists predominantly of lithometeors and the visibility is 5 000 m or less except “SA” when qualified by “DR” (see 4.4.2.6) and volcanic ash.	
Sand	SA
Dust (widespread)	DU
Haze	HZ
Smoke	FU
Volcanic ash	VA
d) Other phenomena	
Dust/sand whirls (dust devils)	PO
Squall	SQ
Funnel cloud (tornado or waterspout)	FC
Duststorm	DS

4.4.2.4 In automated local routine reports, local special reports, METAR and SPECI, in addition to the precipitation types listed under 4.4.2.3 a), the abbreviation UP shall be used for unidentified precipitation when the type of precipitation cannot be identified by the automatic observing system.

4.4.2.5 In local routine reports, local special reports, METAR and SPECI, the following characteristics of present weather phenomena, as necessary, shall be reported, using their respective abbreviations and relevant criteria, as appropriate:

Thunderstorm	TS
— Used to report a thunderstorm with precipitation in accordance with the templates shown in Tables A3-1 and A3-2. When thunder is heard or lightning is detected at the aerodrome during the 10-minute period preceding the time of observation but no precipitation is observed at the aerodrome,	

the abbreviation “TS” shall be used without qualification.

Freezing

FZ

- Supercooled water droplets or precipitation, used with types of present weather phenomena in accordance with the templates shown in Tables A3-1 and A3-2.

4.4.2.6 In local routine reports, local special reports, METAR and SPECI, the following characteristics of present weather phenomena, as necessary, shall be reported, using their respective abbreviations and relevant criteria, as appropriate:

Shower SH

- Used to report showers in accordance with the templates shown in Tables A3-1 and A3-2. Showers observed in the vicinity of the aerodrome (see 4.4.2.8) shall be reported as “VCSH” without qualification regarding type or intensity of precipitation.

Blowing BL

- Used in accordance with the templates shown in Tables A3-1 and A3-2 with types of present weather phenomena raised by the wind to a height of 2 m (6 ft.) or more above the ground.

Low drifting DR

- Used in accordance with the templates shown in Tables A3-1 and A3-2 with types of present weather phenomena raised by the wind to less than 2 m (6 ft) above ground level.

Shallow MI

- Less than 2 m (6 ft) above ground level.

Patches BC

- Fog patches randomly covering the aerodrome.

Partial PR

- A substantial part of the aerodrome covered by fog while the remainder is clear.

4.4.2.7 In automated local routine reports, local special reports, METAR and SPECI, when showers (SH) referred to in 4.4.2.6 cannot be determined based upon a method that takes account of the presence of convective cloud, the precipitation shall not be characterized by SH.

4.4.2.8 In local routine reports, local special reports, METAR and SPECI, the relevant intensity or, as appropriate, the proximity to the aerodrome of the reported present weather phenomena shall be indicated as follows:

	(local routine and special reports)	(METAR and SPECI)
Light	FBL	—

Moderate	MOD	(no indication)
Heavy	HVY	+

Used with types of present weather phenomena in accordance with the templates shown in Tables A3-1 and A3-2. Light intensity shall be indicated only for precipitation.

Vicinity VC

— Between approximately 8 and 16 km of the aerodrome reference point and used only in METAR and SPECI with present weather in accordance with the template shown in Table 3-2 when not reported under 4.4.2.5 and 4.4.2.6.

4.4.2.9 In local routine reports, local special reports, METAR and SPECI:

- a) one or more, up to a maximum of three, of the present weather abbreviations given in 4.4.2.3 and 4.4.2.4 shall be used, as necessary, together with an indication, where appropriate, of the characteristics given in 4.4.2.5 and 4.4.2.6 and intensity or proximity to the aerodrome given in 4.4.2.8, so as to convey a complete description of the present weather of significance to flight operations;
- b) the indication of intensity or proximity, as appropriate, shall be reported first followed respectively by the characteristics and the type of weather phenomena; and
- c) where two different types of weather are observed, they shall be reported in two separate groups, where the intensity or proximity indicator refers to the weather phenomenon which follows the indicator. However, different types of precipitation occurring at the time of observation shall be reported as one single group with the dominant type of precipitation reported first and preceded by only one intensity qualifier which refers to the intensity of the total precipitation.

4.4.2.10 In automated local routine reports, local special reports, METAR and SPECI, the present weather shall be replaced by “/” when the present weather cannot be observed by the automatic observing system due to a temporary failure of the system/sensor.

4.5 Clouds

4.5.1 Siting

When instrumented systems are used for the measurement of the cloud amount and the height of cloud base, representative observations shall be obtained by the use of sensors appropriately sited. For local routine and special reports, in the case of aerodromes with precision approach runways, sensors for cloud amount and height of cloud base shall be sited to give the best practicable indications of the cloud amount and height of cloud base at the threshold of the runway in use. For that purpose, a sensor shall be installed at a distance of less than 1 200 m (4 000 ft) before the landing threshold.

4.5.2 Display

When automated equipment is used for the measurement of the height of cloud base, height of cloud base display(s) shall be located in the meteorological station with corresponding display(s) in the air traffic services units. The displays in the meteorological station and in the air traffic services units shall relate to the same sensor, and where separate sensors are required as specified in 4.5.1, the displays shall clearly identify the area monitored by each sensor.

4.5.3 Reference level

The height of cloud base shall be reported above aerodrome elevation. When a precision approach runway is in use which has a threshold elevation 15 m (50 ft) or more below the aerodrome elevation, local arrangements shall be made in order that the height of cloud bases reported to arriving aircraft shall refer to the threshold elevation. In the case of reports from offshore structures, the height of cloud base shall be given above mean sea level.

4.5.4 Reporting

4.5.4.1 In local routine reports, local special reports, METAR and SPECI, the height of cloud base shall be reported in steps of 30 m (100 ft) up to 3 000 m (10 000 ft).

4.5.4.2 At aerodromes where low-visibility procedures are established for approach and landing, as agreed between the Aeronautical Meteorological Service Provider and the air traffic service provider, in local routine and special reports the height of cloud base shall be reported in steps of 15 m (50 ft) up to and including 90 m (300 ft) and in steps of 30 m (100 ft) between 90 m (300 ft) and 3 000 m (10 000 ft), and the vertical visibility in steps of 15 m (50 ft) up to and including 90 m (300 ft) and in steps of 30 m (100 ft) between 90 m (300 ft) and 600 m (2 000 ft).

4.5.4.3 In local routine reports, local special reports, METAR and SPECI:

- a) cloud amount shall be reported using the abbreviations “FEW” (1 to 2 oktas), “SCT” (3 to 4 oktas), “BKN” (5 to 7 oktas) or “OVC” (8 oktas);
- b) cumulonimbus clouds and towering cumulus clouds shall be indicated as “CB” and “TCU”, respectively;
- c) the vertical visibility shall be reported in steps of 30 m (100 ft) up to 600 m (2 000 ft);
- d) if there are no clouds of operational significance and no restriction on vertical visibility and the abbreviation “CAVOK” is not appropriate, the abbreviation “NSC” shall be used;
- e) when several layers or masses of cloud of operational significance are observed, their amount and height of cloud base shall be reported in increasing order of the height of cloud base, and in accordance with the following criteria:
 - 1) the lowest layer or mass, regardless of amount to be reported as FEW, SCT, BKN or OVC as appropriate;
 - 2) the next layer or mass, covering more than 2/8 to be reported as SCT, BKN or OVC as appropriate;

- 3) the next higher layer or mass, covering more than 4/8 to be reported as BKN or OVC as appropriate; and
- 4) cumulonimbus and/or towering cumulus clouds, whenever observed and not reported in 1) to 3);
- f) when the cloud base is diffuse or ragged or fluctuating rapidly, the minimum height of cloud base, or cloud fragments, shall be reported; and
- g) when an individual layer (mass) of cloud is composed of cumulonimbus and towering cumulus clouds with a common cloud base, the type of cloud shall be reported as cumulonimbus only.

4.5.4.4 Any observed value in 4.5.4.1, 4.5.4.2 and 4.5.4.3 c) which does not fit the reporting scale in use shall be rounded down to the nearest lower step in the scale.

4.5.4.5 In local routine and special reports:

- a) the units of measurement used for the height of cloud base and vertical visibility shall be indicated; and
- b) when there is more than one runway in use and the heights of cloud bases are observed by instruments for these runways, the available heights of cloud bases for each runway shall be reported and the runways to which the values refer shall be indicated.

4.5.4.6 In automated local routine reports, local special reports, METAR and SPECI:

- a) when the cloud type cannot be observed by the automatic observing system, the cloud type in each cloud group shall be replaced by “///”;
- b) when no clouds are detected by the automatic observing system, it shall be indicated by using the abbreviation “NCD”;
- c) when cumulonimbus clouds or towering cumulus clouds are detected by the automatic observing system and the cloud amount and/or the height of cloud base cannot be observed, the cloud amount and/or the height of cloud base shall be replaced by “///”; and
- d) the vertical visibility shall be replaced by “///” when the sky is obscured and the value of the vertical visibility cannot be determined by the automatic observing system due to a temporary failure of the system/sensor.

4.6 Air temperature and dew-point temperature

4.6.1 Display

When automated equipment is used for the measurement of air temperature and dew-point temperature, air temperature and dew-point temperature displays shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units. The displays in the meteorological station and in the air traffic services units shall relate to the same sensors.

4.6.2 Reporting

4.6.2.1 In local routine reports, local special reports, METAR and SPECI, the air temperature and the dew-point temperature shall be reported in steps of whole degrees Celsius. Any observed value

which does not fit the reporting scale in use shall be rounded to the nearest whole degree Celsius, with observed values involving 0.5° rounded up to the next higher whole degree Celsius.

4.7 Atmospheric pressure

4.7.1 Display

When automated equipment is used for the measurement of atmospheric pressure, QNH and, if required in accordance with 4.7.3.2 b), QFE displays relating to the barometer shall be located in the meteorological station with corresponding displays in the appropriate air traffic services units. When QFE values are displayed for more than one runway, as specified in d), the displays shall be clearly marked to identify the runway to which the QFE value displayed refers.

4.7.2 Reference level

The reference level for the computation of QFE shall be the aerodrome elevation. For non-precision approach runways, the thresholds of which are 2 m (7 ft) or more below the aerodrome elevation, and for precision approach runways, the QFE, if required, shall refer to the relevant threshold elevation.

4.7.3 Reporting

4.7.3.1 For local routine reports, local special reports, METAR and SPECI, QNH and QFE shall be computed in tenths of hectopascals and reported therein in steps of whole hectopascals, using four digits. Any observed value which does not fit the reporting scale in use shall be rounded down to the nearest lower whole hectopascal.

4.7.3.2 In local routine and special reports:

- a) QNH shall be included;
- b) QFE shall be included if required by users or as agreed between the Aeronautical Meteorological Service Provider, the air traffic service provider and the operators concerned, on a regular basis;
- c) the units of measurement used for QNH and QFE values shall be included; and
- d) if QFE values are required for more than one runway, the required QFE values for each runway shall be reported and the runways to which the values refer shall be indicated.

4.7.3.3 In METAR and SPECI, only QNH values shall be included.

Table 3-1. Template for the local routine (MET REPORT) and local special (SPECIAL) reports

Key: M = inclusion mandatory, part of every message;
 C = inclusion conditional, dependent on meteorological conditions;
 O = inclusion optional.

Element as specified in Chapter 4	Detailed content	Template(s)	Examples
Identification of the type of report (M)	Type of report	MET REPORT or SPECIAL	MET REPORT SPECIAL

Location indicator (M)	ICAO location indicator (M)	nnnn			YUDO ¹
Time of the observation (M)	Day and actual time of the observation in UTC	nnnnnnZ			221630Z
Identification of an automated report (C)	Automated report identifier (C)	AUTO			AUTO
Surface wind (M)	Name of the element (M)	WIND			WIND 240/4MPS (WIND 240/8KT)
	Runway (O) ²	RWY nn[L] or RWY nn[C] or RWY nn[R]			
	Runway section (O) ³	TDZ			WIND RWY 18 TDZ 190/6MPS (WIND RWY 18 TDZ 190/12KT)
	Wind direction (M)	nnn/	VRB BTN nnn/ AND nnn/ or VRB	C A L M	WIND VRB1MPS WINDCALM (WIND VRB2KT)
	Wind speed (M)	[ABV]n[n][n]MPS (or [ABV]n[n]KT)			WIND VRB BTN 350/ AND 050/1MPS (WIND VRB BTN 350/ AND 050/2KT)
	Significant speed variations (C) ⁴	MAX[ABV]nn[n] MNMn[n]			
	Significant directional variations (C) ⁵	VRB BTN nnn/ AND nnn/	—		WIND 270/ABV49MPS (WIND 270/ABV99KT)
	Runway section (O) ³	MID			WIND 120/3MPS MAX9 MNM2 (WIND 120/6KT MAX18 MNM4)
	Wind direction (O) ³	nnn/	VRB BTN nnn/ AND nnn/ or VRB	C A L M	WIND 020/5MPS VRB BTN 350/ AND 070/ (WIND 020/10KT VRB BTN 350/ AND 070/)
	Wind speed (O) ³	[ABV]n[n][n]MPS (or [ABV]n[n]KT)			WIND RWY 14R MID 140/6MPS (WIND RWY 14R MID 140/12KT)
	Significant speed variations (C) ⁴	MAX[ABV]nn[n] MNMn[n]			
	Significant directional variations (C) ⁵	VRB BTN nnn/ AND nnn/	—		WIND RWY 27 TDZ 240/8MPS MAX14 MNM5 END 250/7MPS
Runway section (O) ³	END			(WIND RWY 27 TDZ 240/16KT)	
	Wind direction (O) ³	nnn/	VRB BTN nnn/ AND nnn/ or VRB	C A L M	MAX28 MNM10 END 250/14KT)
	Wind speed (O) ³	[ABV]n[n][n]MPS (or [ABV]n[n]KT)			
	Significant speed variations (C) ⁴	MAX[ABV]nn[n] NMn[n]			
	Significant directional variations (C) ⁵	VRB BTN nnn/ AND nnn/	—		
Visibility (M)	Name of the element	VIS		C	VIS 350M CAVOK

	(M)			A V O K	VIS 7KM VIS 10KM VIS RWY 09 TDZ 800M END 1200M VIS RWY 18C TDZ 6KM RWY 27 TDZ 4000M
	Runway (O) ²	RWY nn[L] or RWY nn[C] or RWY nn[R]			
	Runway section (O) ³	TDZ			
	Visibility (M)	n[n][n][n]M or n[n]KM			
	Runway section (O) ³	MID			
	Visibility (O) ³	n[n][n][n]M or n[n]KM			
	Runway section (O) ³	END			
	Visibility (O) ³	n[n][n][n]M or n[n]KM			
Runway visual range (C) ⁶	Name of the element (M)	RVR			RVR RWY 32 400M RVR RWY 20 1600M RVR RWY 10L BLW50M RVR RWY 14 ABV 2000M RVR RWY 10 BLW 150M RVR RWY 12 ABV 1200M RVR RWY 12 TDZ 1100M MID ABV 1400M RVR RWY 16 TDZ 600M MID 500M END 400M RVR RWY 26 500M RWY 20 800M
	Runway (C) ⁷	RWY nn[L] or RWY nn[C] or RWY nn[R]			
	Runway section (C) ⁸	TDZ			
	Runway visual range (M)	[ABV or BLW] nn[n][n]M			
	Runway section (C) ⁸	MID			
	Runway visual range (C) ⁸	[ABV or BLW] nn[n][n]M			
	Runway section (C) ⁸	END			
	Runway visual range (C) ⁸	[ABV or BLW] nn[n][n]M			
Present weather (C) ^{9, 10}	Intensity of present weather (C) ⁹	FBL or MOD or HVY	—		

	Characteristics and type of present weather (C) ^{9,11}	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZUP ¹² or FC ¹³ or FZRA or SHGR or SHGS or SHRA or SHSN or SHUP ¹² or TSGR or TSGS or TSRA or TSSN or TSUP ¹² or UP ¹²	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG or // ¹²	MOD RA HVY TSRA HVY DZ FBL SN HZ FG VA MIFG HVY TSRASN FBL SNRA FBL DZ FG HVY SHSN BLSN HVY TSUP//	
Cloud (M) ¹⁴	Name of the element (M)	CLD			CLD NSC CLD SCT 300M OVC 600M (CLD SCT 1000FT OVC 2000FT)
	Runway (O) ²	RWY nn[L] or RWY nn[C] or RWY nn[R]			
	Cloud amount (M) or vertical visibility (O) ⁹	FEW or SCT or BKN or OVC or // ¹²	OBSC	NSC or NCD ¹²	CLD OBSC VER VIS 150M (CLD OBSC VER VIS 500FT) CLD BKN TCU 270M (CLD BKN TCU 900FT) CLD RWY 08R BKN 60M RWY 26 BKN 90M (CLD RWY 08R BKN 200FT RWY 26 BKN 300FT) CLD /// CB ///M (CLD /// CB ///FT) CLD /// CB 400M (CLD /// CB 1200FT) CLD NCD
	Cloud type (C) ⁹	CB or TCU or // ¹²	—		
	Height of cloud base or the value of vertical visibility (C) ⁹	n[n][n][n]M (or n[n][n][n]FT) or ///M (or //FT) ¹²	[VER VIS n[n][n]M(or VER VIS n[n][n][n]FT)] or VER VIS ///M (or VER VIS //FT) ¹²		
Air temperature (M)	Name of the element	T			T17

	(M)		TMS08	
	Air temperature (M)	[MS]nn		
Dew-point temperature (M)	Name of the element (M)	DP	DP15	
	Dew-point temperature (M)	[MS]nn	DPMS18	
Pressure values (M)	Name of the element (M)	QNH	QNH 0995HPA QNH 1009HPA	
	QNH (M)	nnnnHPA		
	Name of the element (O)	QFE		
	QFE (O)	[RWY nn[L] or RWY nn[C] or RWY nn[R]] nnnnHPA [RWY nn[L] or RWY nn[C] or RWY nn[R]] nnnnHPA]	QNH 1022HPA QFE 1001HPA QNH 0987HPA QFE RWY 18 0956HPA RWY 24 0955HPA	
Supplementary information (C) ⁹	Significant meteorological phenomena (C) ⁹	CB or TS or MOD TURB or SEV TURB or WS or GR or SEV SQL or MOD ICE or SEV ICE or FZDZ or FZRA or SEV MTW or SS or DS or BLSN or FC ¹⁵	FC IN APCH WS IN APCH 60M-WIND 360/13MPS WS RWY 12	
	Location of the phenomena (C) ⁹	IN APCH [n][n][n]M-WIND nnn/n[n]MPS] or IN CLIMB-OUT [n][n][n]M-WIND nnn/n[n]MPS] (IN APCH [n][n][n]FT-WIND nnn/n[n]KT) or IN CLIMB-OUT [n][n][n]FT-WIND nnn/n[n]KT) or RWY nn[L] or RWY nn[C] or RWY nn[R]	REFZRA CB IN CLIMB-OUT RETSRA	
	Recent weather (C) ⁹ , 10	REFZDZ or REFZRA or REDZ or RE[SH]RA or RE[SH]SN or RESG or RESHGR or RESHGS or REBLSN or RESS or REDS or RETSRA or RETSSN or RETSGR or RETSGS or REFC or REPL or REUP ¹² or REFZUP ¹² or RETSUP ¹² or RESHUP ¹² or REVA or RETS		
Trend forecast (O) ¹⁶	Name of the element (M)	TREND	TREND NOSIG TREND BECMG FEW 600M (TREND BECMG FEW 2000FT)	
	Change indicator (M) ¹⁷	NOSIG	BECMG or TEMPO	TREND TEMPO 250/18 MPS MAX25 (TREND TEMPO 250/36KT MAX50)
	Period of change (C) ⁹		FMnnnn and/or TLnnnn or ATnnnn	TREND BECMG AT1800 VIS 10KM NSW TREND BECMG TL1700 VIS
	Wind (C) ⁹		nnn/[ABV]n[n][n]MPS [MAX[ABV]nn[n]] (or nnn/[ABV]n[n]KT [MAX[ABV]nn])	800M FG TREND BECMG FM1030 TL1130 CAVOK TREND TEMPO TL1200 VIS 600M BECMG AT1230 VIS 8KM NSW CLD NSC
	Visibility (C) ⁹		VIS n[n][n][n]M or VIS n[n]KM	C A TREND NOSIG TREND BECMG FEW 600M

	Weather phenomenon: intensity (C) ⁹		FBL or MOD or HVY	—	NSW	V O K	(TREND BECMG FEW 2000FT) TREND TEMPO FM0300 TL0430 MOD FZRA TREND BECMG FM1900 VIS 500M HVY SNRA TREND BECMG FM1100 MOD SN TEMPO FM1130 BLSN TREND BECMG AT1130 CLD OVC 300M (TREND BECMG AT1130 CLD OVC 1000FT) TREND TEMPO TL1530 HVY SHRA CLD BKN CB 360M (TREND TEMPO TL1530 HVY SHRA CLD BKN CB 1200FT)
	Weather phenomenon: characteristics and type (C) ^{9, 10, 11}		DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or SHGR or SHGS or SHRA or SHSN or TSGR or TSGS or TSRA or TSSN	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or FC or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG			
	Name of the element (C) ⁹		CLD				
	Cloud amount and vertical visibility (C) ^{9,14}		FEW or SCT or BKN or OVC	OBSC	NSC		
	Cloud type (C) ^{9,14}		CB or TCU	—			
	Height of cloud base or the value of vertical visibility (C) ^{9,14}		n[n][n][n] M (or n[n][n][n] FT)	[VER VIS n[n][n] M(or VER VIS n[n][n][n] FT)]			

Notes.—

1. Fictitious location.
2. Optional values for one or more runways.
3. Optional values for one or more sections of the runway.
4. To be included in accordance with 4.1.5.2 c).
5. To be included in accordance with 4.1.5.2 b) 1).
6. To be included if visibility or runway visual range < 1 500 m.
7. To be included in accordance with 4.3.6.4 d).
8. To be included in accordance with 4.3.6.4 c).
9. To be included whenever applicable.

10. One or more, up to a maximum of three groups, in accordance with 4.4.2.9 a), 4.8.1.1 and Appendix 5, 2.2.4.3.
11. Precipitation types listed under 4.4.2.3 a) may be combined in accordance with 4.4.2.9 c) and Appendix 5, 2.2.4.1. Only moderate or heavy precipitation to be indicated in trend forecasts in accordance with Appendix 5, 2.2.4.1.
12. For automated reports only.
13. Heavy used to indicate tornado or waterspout; moderate used to indicate funnel cloud not reaching the ground.
14. Up to four cloud layers in accordance with 4.5.4.3 e).
15. Abbreviated plain language may be used in accordance with 4.8.1.2.
16. To be included in accordance with Chapter 6, 6.3.2.
17. Number of change indicators to be kept to a minimum in accordance with Appendix 5, 2.2.1, normally not exceeding three groups.

Table 3-2. Template for METAR and SPECI

Key: M = inclusion mandatory, part of every message;
 C =inclusion conditional, dependent on Meteorological conditions or method of observation;
 O = inclusion optional.

Element as specified in Chapter 4	Detailed content	Template(s)	Examples
Identification of the type of report (M)	Type of report (M)	METAR, METAR COR, SPECI or SPECI COR	METAR METAR COR SPECI
Location indicator (M)	ICAO location indicator (M)	nnnn	YUDO ¹
Time of the observation (M)	Day and actual time of the observation in UTC (M)	nnnnnZ	221630Z
Identification of an automated or missing report (C) ²	Automated or missing report identifier (C)	AUTO or NIL	AUTO NIL
END OF METAR IF THE REPORT IS MISSING.			
Surface wind (M)	Wind direction (M)	Nnn or /// ¹²	24004MPS VRB01MPS ///10MPS (24008KT) (VRB02KT) 240//KT 19006MPS ///KT (19012KT) 00000MPS (00000KT) 140P49MPS (140P99KT) 12003G09MPS (12006G18KT) 24008G14MPS (24016G28KT)
	Wind speed (M)	[P]nn[n]	
	Significant speed variations (C) ³	G[P]nn[n]	
	Units of measurement (M)	MPS (or KT)	
	Significant directional variations (C) ⁴	nnnVnnn	

					02005MPS 350V070 (02010KT 350V070)	
Visibility (M)	Prevailing or minimum visibility (M) ⁵	Nnnn or /// ¹²			C A V O K	0350/// CAVOK
	Minimum visibility and direction of the minimum visibility (C) ⁶	nnnn[N] or nnnn[NE] or nnnn[E] or nnnn[SE] or nnnn[S] or nnnn[SW] or nnnn[W] or nnnn[NW]				7000 9999 0800 2000 1200NW 6000 2800E 6000 2800
Runway visual range (C) ⁷	Name of the element (M)	R				R32/0400
	Runway (M)	nn[L]/or nn[C]/or nn[R]/				R12R/1700 R10/M0050 R14L/P2000
	Runway visual range (M)	[P or M]nnnn OR /// ¹²				R16L/0650 R16C/0500 R16L///R10/// R16R/0450 R17L/0450
	Runway visual range past tendency (C) ⁸	U, D or N				R12/1100U R26/0550N R20/0800D R12/0700
Present weather (C) ^{2, 9}	Intensity or proximity of present weather (C) ¹⁰	- or +	—	VC		
	Characteristics and type of present weather (M) ¹¹	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or FZUP ¹² or FC ¹³ or SHGR or SHGS or SHRA or SHSN or SHUP ¹² or TSGR or TSGS or TSRA or TSSN or TSUP ¹² or UP ¹²	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG or // ¹²	FG or PO or FC or DS or SS or TS or SH or BLSN or BLSA or BLDU or VA	RA HZ VCFG +TSRA FG VCSH +DZ VA VCTS -SN MIFG VCBLSA +TSRASN -SNRA DZ FG +SHSN BLSN UP FZUP TSUP FZUP //	

Cloud (M) ¹⁴	Cloud amount and height of cloud base or vertical visibility (M)	FEWnnn or SCTnnn or BKNnnn or OVCnnn or FEW/// ¹² or SCT/// ¹² or BKN/// ¹² or OVC/// ¹² or ///nnn ¹² or //// ¹²	VVnnn or VV/// ¹²	NSC or NCD ¹²	FEW015 VV005 OVC030 VV/// NSC SCT010 OVC020 BKN/// //015
	Cloud type (C) ²	CB or TCU or //12 ///	—		BKN009TCU NCD SCT008 BKN025CB BKN025/// /////CB /////////BKN///TCU
Air and dew-point temperature (M)	Air and dew-point temperature (M)	[M]nn/[M]nn or ///[M]nn ¹² or [M]nn/// ¹² or ///// ¹²			17/10 //10 17/// 02/M08 M01/M10
Pressure values (M)	Name of the element (M)	Q			Q0995
	QNH (M)	Nnnn or /// ¹²			Q1009 Q1022 Q/// Q0987
Supplementary information (C)	Recent weather (C) ^{2, 9}	REFZDZ or REFZRA or REDZ or RE[SH]RA or RE[SH]SN or RESG or RESHGR or RESHGS or REBLSN or RESS or REDS or RETSRA or RETSSN or RETSGR or RETSGS or RETS or REFC or REVA or REPL or REUP ¹² or REFZUP ¹² or RETSUP ¹² or RESHUP ¹²			REFZRA RETSRA
	Wind shear (C) ²	WS Rnn[L] or WS Rnn[C] or WS Rnn[R] or WS ALL RWY			WS R03 WS ALL RWY WS R18C
	Sea-surface temperature and state of the sea or significant wave height (C) ¹⁵	W[M]nn/Sn or W[M]nn/Hn[n][n]			W15/S2 W12/H75
State of the runway (C) ¹⁶	Runway designator (M)	R nn[L]/ or Rnn[C]/ or Rnn[R]/		R/SNOCLO	R99/421594 R/SNOCLO R14L/CLRD//
	Runway deposits (M)	n or /	CLRD//		
	Extent of runway contamination (M)	n or /			
	Depth of deposit (M)	nn or //			

		Friction coefficient or braking action (M)	nn or //							
Trend forecast (O) ¹⁷	Change indicator (M) ¹⁸	NOSIG	BECMG or TEMPO		NOSIG BECMG FEW020					
	Period of change (C) ²		FMnnnn and/or TLnnnn or ATnnnn		TEMPO					
	Wind (C) ²		nnn[P]nn[n][G[P]nn[n]]MPS (or nnn[P]nn[G[P]nn]KT)		25018G25MPS (TEMPO 25036G50KT)					
	Prevailing visibility (C) ²		nnnn		C O V A K	BECMG FM1030 TL1130 CAVOK BECMG TL1700 0800 FG BECMG AT1800 9000 NSW BECMG FM1900 0500 +SNRA BECMG FM1100 SN TEMPO FM1130 BLSN				
	Weather phenomenon: intensity (C) ¹⁰		- or +	—		N S W	TEMPO FM0330 TL0430 FZRA TEMPO TL1200 0600 BECMG AT1200 8000 NSW NSC			
	Weather phenomenon: characteristics and type (C) ^{2, 9, 11}		DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or SHGR or SHGS or SHRA or SHSN or TSGR or TSGS or TSRA or TSSN	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or FC or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG		BECMG AT1130 OVC010 TEMPO TL1530 +SHRA BKN012CB				
	Cloud amount and height of cloud base or vertical visibility (C) ^{2, 14}		FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	N S C					
	Cloud type (C) ^{2, 14}		CB or TCU	—						

Notes.—

1. Fictitious location.
2. To be included whenever applicable.
3. To be included in accordance with 4.1.5.2 c).
4. To be included in accordance with 4.1.5.2 b) 1).
5. To be included in accordance with 4.2.4.4 b).
6. To be included in accordance with 4.2.4.4 a).
8. To be included in accordance with 4.3.6.6.
9. One or more, up to a maximum of three groups, in accordance with 4.4.2.9 a), 4.8.1.1 and Appendix 5, 2.2.4.1.
10. To be included whenever applicable; no qualifier for moderate intensity in accordance with 4.4.2.8.
11. Precipitation types listed under 4.4.2.3 a) may be combined in accordance with 4.4.2.9 c) and Appendix 5, 2.2.4.1. Only moderate or heavy precipitation to be indicated in trend forecasts in accordance with Appendix 5, 2.2.4.1.
12. When a meteorological element is temporarily missing, or its value considered temporarily as incorrect, it is replaced by “/” for each digit of the abbreviation of the text message and indicated as missing for its IWXXM version.

13. Heavy used to indicate tornado or waterspout; moderate (no qualifier) to indicate funnel cloud not reaching the ground.
14. Up to four cloud layers in accordance with 4.5.4.3 e).
15. To be included in accordance with 4.8.1.5 a).
16. To be included in accordance with Chapter 6, 6.3.2.
17. Number of change indicators to be kept to a minimum in accordance with Appendix 5, 2.2.1, normally not exceeding three groups.

Table 3-3 Use of change indicators in trend forecasts

Change indicator	Time indicator and period	Meaning	
NOSIG	—	no significant changes are forecast	
BECMG	FM _{n₁n₁n₁n₁} TL _{n₂n₂n₂n₂}	the change is forecast to	commence at n ₁ n ₁ n ₁ n ₁ UTC and be completed by n ₂ n ₂ n ₂ n ₂ UTC
	TLnnnn		commence at the beginning of the trend forecast period and be completed by nnnn UTC
	FMnnnn		commence at nnnn UTC and be completed by the end of the trend forecast period
	ATnnnn		occur at nnnn UTC (specified time)
	—		a) commence at the beginning of the trend forecast period and be completed by the end of the trend forecast period; or b) the time is uncertain
TEMPO	FM _{n₁n₁n₁n₁} TL _{n₂n₂n₂n₂}	temporary fluctuations are forecast to	commence at n ₁ n ₁ n ₁ n ₁ UTC and cease by n ₂ n ₂ n ₂ n ₂ UTC
	TLnnnn		commence at the beginning of the trend forecast period and cease by nnnn UTC
	FMnnnn		commence at nnnn UTC and cease by the end of the trend forecast period
	—		commence at the beginning of the trend forecast period and cease by the end of the trend forecast period

Table 3-4 Ranges and resolutions for the numerical elements included in local reports

Element as specified in Chapter 4		Range	Resolution
Runway:	(no units)	01–36	1
Wind direction:	°true	010 – 360	10
Wind speed:	MPS	1–99*	1
	KT	1 – 199*	1
Visibility:	M	0–750	50
	M	800 – 4 900	100
	KM	5 – 9	1
	KM	10 –	0 (fixed value: 10 KM)
Runway visual range:	M	0–375	25
	M	400 – 750	50
	M	800 – 2 000	100
Vertical visibility:	M	0 – 75**	15
	M	90 – 600	30
	FT	0 – 250**	50
	FT	300 – 2 000	100
Clouds: height of cloud base:	M	0 – 75**	15
	M	90–3000	30
	FT	0 – 250**	50
	FT	300 – 10 000	100
Air temperature; Dew-point temperature:	°C	–80 – +60	1
QNH; QFE:	hPa	0500 – 1 100	1
<p>* There is no aeronautical requirement to report surface wind speeds of 50 m/s (100 kt) or more; however, provision has been made for reporting wind speeds up to 99 m/s (199 kt) for non-aeronautical purposes, as necessary.</p> <p>** Under circumstances as specified in 4.5.4.2; otherwise a resolution of 30 m (100 ft) is to be used.</p>			

Table 3-5. Ranges and resolutions for the numerical elements included in METAR and SPECI

Element as specified in Chapter 4		Range	Resolution
Runway:	(no units)	01–36	1
Wind direction:	°true	000 – 360	10
Wind speed:	MP	00 – 99*	1
	S	00 – 199*	1
	K		
	T		
Visibility:	M	0000 –	50
	M	0750	100
	M	0800 – 4	1 000
	M	900	0 (fixed value: 9 999)
		5000–9	
		000	
	10 000 –		
Runway visual range:	M	0000 –	25
	M	0375	50
	M	0400 –	100
		0750	
	0800 – 2		
	000		
Vertical visibility:	30's M (100's FT)	000 – 020	1
Clouds: height of cloud base:	30's M (100's FT)	000 – 100	1
Air temperature; Dew-point temperature:	°C	–80 – +60	1
QNH:	hPa	0850 – 1 100	1
Sea-surface temperature:	°C	–10 – +40	1
State of the sea:	(no units)	0 – 9	1
Significant wave height:	M	0–999	0.1

* There is no aeronautical requirement to report surface wind speeds of 50 m/s (100 kt) or more; however, provision has been made for reporting wind speeds up to 99 m/s (199 kt) for non-aeronautical purposes, as necessary.

Example 3-1. Routine report

a) Local routine report (same location and weather conditions as METAR):

MET REPORT YUDO 221630Z WIND 240/4MPS VIS 600M RVR RWY 12 TDZ 1000M MOD DZ FG CLD SCT 300M OVC 600M T17 DP16 QNH 1018HPA TREND BECMG TL1700 VIS 800M FG BECMG AT1800 VIS 10KM NSW

b) METAR for YUDO (Donlon/International)*:

METAR YUDO 221630Z 24004MPS 0600 R12/1000U DZ FG SCT010 OVC020 17/16 Q1018 BECMG TL1700 0800 FG BECMG AT1800 9999 NSW

Meaning of both reports:

Routine report for Donlon/International* issued on the 22nd of the month at 1630 UTC; surface wind direction 240 degrees; wind speed 4 metres per second; visibility (along the runway(s) in the local routine report; prevailing visibility in METAR) 600 metres; runway visual range representative of the touchdown zone for runway 12 is 1 000 metres and the runway visual range values have shown an upward tendency during previous 10 minutes (runway visual range tendency to be included in METAR only); and moderate drizzle and fog; scattered cloud at 300 metres; overcast at 600 metres; air temperature 17 degrees Celsius; dew-point temperature 16 degrees Celsius; QNH 1 018 hectopascals; trend during next 2 hours, visibility (along the runway(s) in the local routine report; prevailing visibility in METAR) becoming 800 metres in fog by 1700 UTC; at 1800 UTC visibility (along the runway(s) in the local routine report; prevailing visibility in METAR) becoming 10 kilometres or more and nil significant weather.

* Fictitious location

Note.— In this example, the primary units “metre per second” and “metre” were used for wind speed and height of cloud base, respectively.

However, in accordance with Annex 5, the corresponding non-SI alternative units “knot” and “foot” may be used instead.

Example 3-2. Special report

a) Local special report (same location and weather conditions as SPECI):

SPECIAL YUDO 151115Z WIND 050/25KT MAX37 MNM10 VIS 1200M RVR RWY 05 ABV 1800M HVY TSRA CLD BKN CB 500FT T25 DP22 QNH 1008HPA TREND TEMPO TL1200 VIS 600M BECMG AT1200 VIS 8KM NSW NSC

b) SPECI for YUDO (Donlon/International)*:

SPECI YUDO 151115Z 05025G37KT 3000 1200NE+TSRA BKN005CB 25/22 Q1008 TEMPO TL1200 0600 BECMG AT1200 8000 NSW NSC

Meaning of both reports:

Special report for Donlon/International* issued on the 15th of the month at 1115 UTC; surface wind direction 050 degrees; wind speed 25 knots gusting between 10 and 37 knots (minimum wind speed not to be included in SPECI) visibility 1 200 metres (along the runway(s) in the local special report); prevailing visibility 3 000 metres (in SPECI) with minimum visibility 1 200 metres to north east (directional variations to be included in SPECI only); runway visual range above 1 800 metres on runway 05 (runway visual range not required in SPECI with prevailing visibility of 3 000 metres); thunderstorm with heavy rain; broken cumulonimbus cloud at 500 feet; air temperature 25 degrees Celsius; dew-point temperature 22 degrees Celsius; QNH 1 008 hectopascals; trend during next 2 hours, visibility (along the runway(s) in the local special report; prevailing visibility in SPECI) temporarily

600 metres from 1115 to 1200, becoming at 1200 UTC visibility (along the runway(s) in the local special report; prevailing visibility in SPECI) 8 kilometres, thunderstorm ceases and nil significant weather and nil significant cloud.

* Fictitious location

Note.— In this example, the non-SI alternative units “knot” and “foot” were used for wind speed and height of cloud base, respectively.

However, in accordance with Annex 5, the corresponding primary units “metres per second” and “metre” may be used instead.

Example 3-3. Volcanic activity report

VOLCANIC ACTIVITY REPORT YUSB* 231500 MT TROJEEN* VOLCANO N5605 W12652
ERUPTED 231445

LARGE ASH CLOUD EXTENDING TO APPROX 30000 FEET MOVING

SW Meaning:

Volcanic activity report issued by Siby/Bistock meteorological station at 1500 UTC on the 23rd of the month. Mt.

Trojeen volcano 56 degrees 5 minutes north 126 degrees 52 minutes west erupted at 1445 UTC on the 23rd; a

large ash cloud was observed extending to approximately 30 000 feet and moving in a south-westerly direction.

* Fictitious location

IS 6 TECHNICAL SPECIFICATIONS RELATED TO FORECASTS

1. Criteria Related to TAF

1.1 TAF format

1.1.1 TAF shall be issued in accordance with the template shown in Table 5-1 and disseminated in the TAF code form prescribed by the World Meteorological Organization (WMO).

1.1.2 TAF shall be disseminated in IWXXM GML form in addition to the dissemination of the TAF in accordance with 1.1.1.

1.2 Inclusion of meteorological elements in TAF

1.2.1 Surface wind

In forecasting surface wind, the expected prevailing direction shall be given. When it is not possible to forecast a prevailing surface wind direction due to its expected variability, for example, during light wind conditions (less than 1.5 m/s (3 kt)) or thunderstorms, the forecast wind direction shall be indicated as variable using “VRB”. When the wind is forecast to be less than 0.5 m/s (1 kt), the forecast wind speed shall be indicated as calm. When the forecast maximum speed (gust) exceeds the forecast mean wind speed by 5 m/s (10 kt) or more, the forecast maximum wind speed shall be indicated. When a wind speed of 50 m/s (100 kt) or more is forecast, it shall be indicated to be more than 49 m/s (99 kt).

1.2.2 Visibility

When the visibility is forecast to be less than 800 m, it shall be expressed in steps of 50 m; when it is forecast to be 800 m or more but less than 5 km, in steps of 100 m; 5 km or more but less than 10 km, in kilometre steps; and when it is forecast to be 10 km or more, it shall be expressed as 10 km, except when conditions of CAVOK are forecast to apply. The prevailing visibility shall be forecast. When visibility is forecast to vary in different directions and the prevailing visibility cannot be forecast, the lowest forecast visibility shall be given.

1.2.3 Weather phenomena

One or more, up to a maximum of three, of the following weather phenomena or combinations thereof, together with their characteristics and, where appropriate, intensity, shall be forecast if they are expected to occur at the aerodrome:

- a) freezing precipitation
- b) freezing fog
- c) moderate or heavy precipitation (including showers thereof)
- d) low drifting dust, sand or snow
- e) blowing dust, sand or snow
- f) duststorm
- g) sandstorm
- h) thunderstorm (with or without precipitation)
- i) squall

- j) funnel cloud (tornado or waterspout)
- k) other weather phenomena given in IS 4, 4.4.2.3, as agreed between the Aeronautical Meteorological Service Provider, the air traffic service provider and the operators concerned.

The expected end of occurrence of those phenomena shall be indicated by the abbreviation “NSW”.

1.2.4 Cloud

Cloud amount shall be forecast using the abbreviations “FEW”, “SCT”, “BKN” or “OVC” as necessary. When it is expected that the sky will remain or become obscured and clouds cannot be forecast and information on vertical visibility is available at the aerodrome, the vertical visibility shall be forecast in the form “VV” followed by the forecast value of the vertical visibility. When several layers or masses of cloud are forecast, their amount and height of base shall be included in the following order:

- a) the lowest layer or mass regardless of amount, to be forecast as FEW, SCT, BKN or OVC as appropriate;
- b) the next layer or mass covering more than 2/8, to be forecast as SCT, BKN or OVC as appropriate;
- c) the next higher layer or mass covering more than 4/8, to be forecast as BKN or OVC as appropriate; and
- d) cumulonimbus clouds and/or towering cumulus clouds, whenever forecast and not already included under a) to c).

Cloud information shall be limited to cloud of operational significance; when no cloud of operational significance is forecast, and “CAVOK” is not appropriate, the abbreviation “NSC” shall be used.

1.2.5 Temperature

When forecast temperatures are included in accordance with regional air navigation agreement, the maximum and minimum temperatures expected to occur during the period of validity of the TAF shall be given, together with their corresponding times of occurrence.

1.3 Use of change groups

1.3.1 The criteria used for the inclusion of change groups in TAF or for the amendment of TAF shall be based on any of the following weather phenomena or combinations thereof being forecast to begin or end or change in intensity:

- a) freezing fog
- b) freezing precipitation
- c) moderate or heavy precipitation (including showers)
- d) thunderstorm
- e) duststorm

1.3.2 The criteria used for the inclusion of change groups in TAF or for the amendment of TAF shall be based on the following:

- a) when the mean surface wind direction is forecast to change by 60° or more, the mean speed before and/or after the change being 5 m/s (10 kt) or more;
- b) when the mean surface wind speed is forecast to change by 5 m/s (10 kt) or more;
- c) when the variation from the mean surface wind speed (gusts) is forecast to change by 5 m/s (10 kt) or more, the mean speed before and/or after the change being 7.5 m/s (15 kt) or more;
- d) when the surface wind is forecast to change through values of operational significance. The threshold values shall be established by the Aeronautical Meteorological Service Provider in consultation with the air traffic service provider and the operators concerned, taking into account changes in the wind which would:
 - 1) require a change in runway(s) in use; and
 - 2) indicate that the runway tailwind and crosswind components will change through values representing the main operating limits for typical aircraft operating at the aerodrome;
- e) when the visibility is forecast to improve and change to or pass through one or more of the following values, or when the visibility is forecast to deteriorate and pass through one or more of the following values:
 - 1) 150, 350, 600, 800, 1 500 or 3 000 m; or
 - 2) 5000 m in cases where significant numbers of flights are operated in accordance with the visual flight rules;
- f) when any of the following weather phenomena or combinations thereof are forecast to begin or end:
 - 1) low drifting dust, sand or snow
 - 2) blowing dust, sand or snow
 - 3) squall
 - 4) funnel cloud (tornado or waterspout);
- g) when the height of base of the lowest layer or mass of cloud of BKN or OVC extent is forecast to lift and change to or pass through one or more of the following values, or when the height of the lowest layer or mass of cloud of BKN or OVC extent is forecast to lower and pass through one or more of the following values:
 - 1) 30, 60, 150 or 300 m (100, 200, 500 or 1 000 ft); or
 - 2) 450 m (1 500 ft) in cases where significant numbers of flights are operated in accordance with the visual flight rules;
- h) when the amount of a layer or mass of cloud below 450 m (1 500 ft) is forecast to change:
 - 1) from NSC, FEW or SCT to BKN or OVC; or
 - 2) from BKN or OVC to NSC, FEW or SCT;
- i) when the vertical visibility is forecast to improve and change to or pass through one or more of the following values, or when the vertical visibility is forecast to deteriorate and pass through one or more of the following values: 30, 60, 150 or 300 m (100, 200, 500 or 1 000 ft); and
- j) any other criteria based on local aerodrome operating minima, as agreed between the Aeronautical Meteorological Service Provider and the operators concerned.

- 1.3.3** When a change in any of the elements given in Chapter 6, 6.2.3 is required to be indicated in accordance with the criteria given in 1.3.2, the change indicators “BECMG” or “TEMPO” shall be used followed by the time period during which the change is expected to occur. The time period shall be indicated as the beginning and end of the period in whole hours UTC. Only those elements for which a significant change is expected shall be included following a change indicator. However, in the case of significant changes in respect of cloud, all cloud groups, including layers or masses not expected to change, shall be indicated.
- 1.3.4** The change indicator “BECMG” and the associated time group shall be used to describe changes where the meteorological conditions are expected to reach or pass through specified threshold values at a regular or irregular rate and at an unspecified time during the time period. The time period shall normally not exceed 2 hours but in any case shall not exceed 4 hours.
- 1.3.5** The change indicator “TEMPO” and the associated time group shall be used to describe expected frequent or infrequent temporary fluctuations in the meteorological conditions which reach or pass specified threshold values and last for a period of less than one hour in each instance and, in the aggregate, cover less than one-half of the forecast period during which the fluctuations are expected to occur. If the temporary fluctuation is expected to last one hour or longer, the change group “BECMG” shall be used in accordance with 1.3.4 or the validity period shall be subdivided in accordance with 1.3.6.
- 1.3.6** Where one set of prevailing weather conditions is expected to change significantly and more or less completely to a different set of conditions, the period of validity shall be subdivided into self-contained periods using the abbreviation “FM” followed immediately by a six-figure time group in days, hours and minutes UTC indicating the time the change is expected to occur. The subdivided period following the abbreviation “FM” shall be self-contained and all forecast conditions given before the abbreviation shall be superseded by those following the abbreviation.

1.4 Use of probability groups

The probability of occurrence of an alternative value of a forecast element or elements shall be indicated, as necessary, by use of the abbreviation “PROB” followed by the probability in tens of per cent and the time period during which the alternative value(s) is (are) expected to apply. The probability information shall be placed after the element or elements forecast and be followed by the alternative value of the element or elements. The probability of a forecast of temporary fluctuations in meteorological conditions shall be indicated, as necessary, by use of the abbreviation “PROB” followed by the probability in tens of per cent, placed before the change indicator “TEMPO” and associated time group. A probability of an alternative value or change of less than 30 per cent shall not be considered sufficiently significant to be indicated. A probability of an alternative value or change of 50 per cent or more, for aviation purposes, shall not be considered a probability but instead shall be indicated, as necessary, by use of the change indicators “BECMG” or “TEMPO” or by subdivision of the validity period using the abbreviation “FM”. The probability group shall not be used to qualify the change indicator “BECMG” nor the time indicator “FM”.

1.5 Numbers of change and probability groups

The number of change and probability groups shall be kept to a minimum and shall not normally exceed five groups.

1.6 Dissemination of TAF

TAF and amendments thereto shall be disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement.

2. Criteria Related to Trend Forecasts

2.1 Format of trend forecasts

Trend forecasts shall be issued in accordance with the templates shown in IS 4, Tables A3-1 and A3-2. The units and scales used in the trend forecast shall be the same as those used in the report to which it is appended.

2.2 Inclusion of meteorological elements in trend forecasts

2.2.1 General provisions

The trend forecast shall indicate significant changes in respect of one or more of the elements: surface wind, visibility, weather and clouds. Only those elements shall be included for which a significant change is expected. However, in the case of significant changes in respect of cloud, all cloud groups, including layers or masses not expected to change, shall be indicated. In the case of a significant change in visibility, the phenomenon causing the reduction of visibility shall also be indicated. When no change is expected to occur, this shall be indicated by the term “NOSIG”.

2.2.2 Surface wind

The trend forecast shall indicate changes in the surface wind which involve:

- a) a change in the mean wind direction of 60° or more, the mean speed before and/or after the change being 5 m/s (10 kt) or more;
- b) a change in mean wind speed of 5 m/s (10 kt) or more; and
- c) changes in the wind through values of operational significance. The threshold values shall be established by the Aeronautical Meteorological Service Provider in consultation with the air traffic service provider and the operators concerned, taking into account changes in the wind which would:
 - 1) require a change in runway(s) in use; and
 - 2) indicate that the runway tailwind and crosswind components will change through values representing the main operating limits of typical aircraft operating at the aerodrome.

2.2.3 Visibility

When the visibility is expected to improve and change to or pass through one or more of the following values, or when the visibility is expected to deteriorate and pass through one or more of the following values: 150, 350, 600, 800, 1 500 or 3 000 m, the trend forecast shall indicate the change. When significant numbers of flights are conducted in accordance with the visual flight rules, the forecast shall additionally indicate changes to or passing through 5 000 m.

2.2.4 Weather phenomena

2.2.4.1 The trend forecast shall indicate the expected onset, cessation or change in intensity of one or more of the following weather phenomena or combinations thereof:

- a) freezing precipitation
- b) moderate or heavy precipitation (including showers)
- c) thunderstorm (with precipitation)
- d) duststorm
- e) other weather phenomena given in IS 4, 4.4.2.3, as agreed between the Aeronautical Meteorological Service Provider, the air traffic service provider and the operators concerned.

2.2.4.2 The trend forecast shall indicate the expected onset or cessation of one or more of the following weather phenomena or combinations thereof:

- a) freezing fog
- b) low drifting dust, sand or snow
- c) blowing dust, sand or snow
- d) thunderstorm (without precipitation)
- e) squall
- f) funnel cloud (tornado or waterspout).

2.2.4.3 The total number of phenomena reported in 2.2.4.1 and 2.2.4.2 shall not exceed three.

2.2.4.4 The expected end of occurrence of the weather phenomena shall be indicated by the abbreviation “NSW”.

2.2.5 Clouds

When the height of the base of a cloud layer of BKN or OVC extent is expected to lift and change to or pass through one or more of the following values, or when the height of the base of a cloud layer of BKN or OVC extent is expected to lower and pass through one or more of the following values: 30, 60, 150, 300 and 450 m (100, 200, 500, 1 000 and 1 500 ft), the trend forecast shall indicate the change. When the height of the base of a cloud layer is below or is expected to fall below or rise above 450 m (1 500 ft), the trend forecast shall also indicate changes in cloud amount from FEW, or SCT increasing to BKN or OVC, or changes from BKN or OVC decreasing to FEW or SCT. When no clouds of operational significance are forecast and “CAVOK” is not appropriate, the abbreviation “NSC” shall be used.

2.2.6 Vertical visibility

When the sky is expected to remain or become obscured and vertical visibility observations are available at the aerodrome, and the vertical visibility is forecast to improve and change to or pass through one or more of the following values, or when the vertical visibility is forecast to deteriorate and pass through one or more of the following values: 30, 60, 150 or 300 m (100, 200, 500 or 1 000 ft), the trend forecast shall indicate the change.

2.2.7 Additional criteria

Criteria for the indication of changes based on local aerodrome operating minima, additional to those specified in 2.2.2 to 2.2.6, shall be used as agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

2.3 Use of change groups

2.3.1 When a change is expected to occur, the trend forecast shall begin with one of the change indicators “BECMG” or “TEMPO”.

2.3.2 The change indicator “BECMG” shall be used to describe forecast changes where the meteorological conditions are expected to reach or pass through specified values at a regular or irregular rate. The period during which, or the time at which, the change is forecast to occur shall be indicated, using the abbreviations “FM”, “TL” or “AT”, as appropriate, each followed by a time group in hours and minutes. When the change is forecast to begin and end wholly within the trend forecast period, the beginning and end of the change shall be indicated by using the abbreviations “FM” and “TL”, respectively, with their associated time groups. When the change is forecast to commence at the beginning of the trend forecast period but be completed before the end of that period, the abbreviation “FM” and its associated time group shall be omitted and only “TL” and its associated time group shall be used. When the change is forecast to begin during the trend forecast period and be completed at the end of that period, the abbreviation “TL” and its associated time group shall be omitted and only “FM” and its associated time group shall be used. When the change is forecast to occur at a specified time during the trend forecast period, the abbreviation “AT” followed by its associated time group shall be used. When the change is forecast to commence at the beginning of the trend forecast period and be completed by the end of that period or when the change is forecast to occur within the trend forecast period but the time is uncertain, the abbreviations “FM”, “TL” or “AT” and their associated time groups shall be omitted and the change indicator “BECMG” shall be used alone.

2.3.3 The change indicator “TEMPO” shall be used to describe forecast temporary fluctuations in the meteorological conditions which reach or pass specified values and last for a period of less than one hour in each instance and, in the aggregate, cover less than one-half of the period during which the fluctuations are forecast to occur. The period during which the temporary fluctuations are forecast to occur shall be indicated, using the abbreviations “FM” and/or “TL”, as appropriate, each followed by a time group in hours and minutes. When the period of temporary fluctuations in the meteorological conditions is forecast to begin and end wholly within the trend forecast period, the beginning and end of the period of temporary fluctuations shall be indicated by using the abbreviations “FM” and “TL”, respectively, with their associated time groups. When the period of temporary fluctuations is forecast to commence at the beginning of the trend forecast period but cease before the end of that period, the abbreviation “FM” and its associated time group shall be omitted and only “TL” and its associated time group shall be used. When the period of temporary fluctuations is forecast to begin during the trend forecast period and cease by the end of that period, the abbreviation “TL” and its associated time group shall be omitted and only “FM” and its associated time group shall be used. When the period of temporary fluctuations is forecast to commence at the beginning of the trend forecast period and cease by

the end of that period, both abbreviations “FM” and “TL” and their associated time groups shall be omitted and the change indicator “TEMPO” shall be used alone.

2.4 Use of the probability indicator

The indicator “PROB” shall not be used in trend forecasts.

3. Criteria Related to Forecasts for Take-Off

3.1 Format of forecasts for take-off

The format of the forecast shall be as agreed between the Aeronautical Meteorological Service Provider and the operator concerned. The order of the elements and the terminology, units and scales used in forecasts for take-off shall be the same as those used in reports for the same aerodrome.

3.2 Amendments to forecasts for take-off

The criteria for the issuance of amendments to forecasts for take-off for surface wind direction and speed, temperature and pressure and any other elements agreed locally shall be agreed between the Aeronautical Meteorological Service Provider and the operators concerned. The criteria shall be consistent with the corresponding criteria for special reports established for the aerodrome in accordance with IS 4, 2.3.1.

Table 5-1. Template for TAF

Key: M = inclusion mandatory, part of every message;

C = inclusion conditional, dependent on meteorological conditions or method of observation; O = inclusion optional.

Element as specified in Chapter 6	Detailed content	Template(s)	Examples
Identification of the type of forecast (M)	Type of forecast (M)	TAF or TAF AMD or TAF COR	TAF TAF AMD
Location indicator (M)	ICAO location indicator (M)	nnnn	YUDO ¹
Time of issue of forecast (M)	Day and time of issue of the forecast in UTC (M)	nnnnnnZ	160000Z
Identification of a missing forecast (C)	Missing forecast identifier (C)	NIL	NIL
END OF TAF IF THE FORECAST IS MISSING.			
Days and period of validity of forecast (M)	Days and period of the validity of the forecast in UTC (M)	nnnn/nnnn	0812/0918

Identification of a cancelled forecast (C)	Cancelled forecast identifier (C)	CNL	CNL
END OF TAF IF THE FORECAST IS CANCELLED.			
Surface wind (M)	Wind direction (M)	nnn or VRB ²	
	Wind speed (M)	[P]nn[n]	
	Significant speed variations (C) ⁵	G[P]nn[n]	
	Units of measurement (M)	MPS (or KT)	
			24004MPS; VRB01MPS (24008KT); (VRB02KT) 19005MPS (19010KT) 00000MPS (00000KT) 140P49MPS (140P99KT) 12003G09MPS (12006G18KT) 24008G14MPS (24016G28KT)
Visibility (M)	Prevailing visibility (M)	nnnn	C 0350 CAVOK A 7000 V 9000 O 9999 K
Weather (C) ^{4, 5}	Intensity of weather phenomena (C) ⁶	- or +	—
	Characteristics and type of weather phenomena (C) ⁷	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or SHGR or SHGS or SHRA or SHSN or TSGR or TSGS or TSRA or TSSN	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or FC or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN
			RA HZ +TSRA FG -FZDZ PRFG +TSRASN SNRA FG

				or FZFG or MIFG or PRFG	
Cloud (M) ⁸	Cloud amount and height of base or vertical visibility (M)	FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	NSC	FEW010 VV005 OVC020 VV/// NSC SCT005 BKN012
	Cloud type (C) ⁴	CB or TCU	—		SCT008 BKN025CB
Temperature (O) ⁹	Name of the element (M)	TX			TX25/1013Z TN09/1005Z TX05/2112Z TNM02/2103Z
	Maximum temperature (M)	[M]nn/			
	Day and time of occurrence of the maximum temperature (M)	nnnnZ			
	Name of the element (M)	TN			
	Minimum temperature (M)	[M]nn/			
	Day and time of occurrence of the minimum temperature (M)	nnnnZ			
Expected significant changes to one or more of the above elements during the period of validity (C) ⁴ , 10	Change or probability indicator (M)	PROB30 [TEMPO] or PROB40 [TEMPO] or BECMG or TEMPO or FM			TEMPO 0815/0818 25017G25MPS (TEMPO 0815/0818 25034G50KT)
	Period of occurrence or change (M)	nnnn/nnnn or nnnnnn ¹¹			
	Wind (C) ⁴	nnn[P]nn[n][G[P]nn[n]]MPS or VRBnnMPS (or nnn[P]nn[G[P]nn]KT or VRBnnKT)			TEMPO 2212/2214 17006G13MPS 1000 TSRA
	Prevailing visibility (C) ⁴	nnnn			C A V O SCT010CB BKN020 (TEMPO 2212/2214 17012G26KT 1000 TSRA SCT010CB BKN020)

Weather phenomenon: intensity (C) ⁶	- or +	—	NSW	K	BECMG 3010/3011 0000MPS 2400 OVC010 (BECMG 3010/3011 0000KT 2400 OVC010)
Weather phenomenon: characteristics and type (C) ^{4, 7}	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or SHGR or SHGS or SHRA or SHSN or TSGR or TSGS or TSRA or TSSN	FG or BR or SA or DU or HZ or FU or VA or SQ or PO or FC or TS or BCFG or BLDU or BLSA or BLSN or DRDU or DRSA or DRSN or FZFG or MIFG or PRFG			PROB30 1412/1414 0800 FG BECMG 1412/1414 RA TEMPO 2503/2504 FZRA TEMPO 0612/0615 BLSN PROB40 TEMPO 2923/3001 0500 FG
Cloud amount and height of base or vertical visibility (C) ⁴	FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	NSC		FM051230 15015KMH 9999 BKN020 (FM051230 15008KT 9999 BKN020)
Cloud type (C) ⁴	CB or TCU	—			BECMG 1618/1620 8000 NSW NSC BECMG 2306/2308 SCT015CB BKN020

Notes.—

1. Fictitious location.
2. To be used in accordance with 1.2.1.
3. To be included in accordance with 1.2.1.
4. To be included whenever applicable.
5. One or more, up to a maximum of three, groups in accordance with 1.2.3.
6. To be included whenever applicable in accordance with 1.2.3. No qualifier for moderate intensity.
7. Weather phenomena to be included in accordance with 1.2.3.
8. Up to four cloud layers in accordance with 1.2.4.
9. To be included in accordance with 1.2.5, consisting of up to a maximum of four temperatures (two maximum temperatures and two minimum temperatures).
10. To be included in accordance with 1.3, 1.4 and 1.5.
11. To be used with FM only.

Table 5-2. Use of change and time indicators in TAF

Change or time indicator		Time period	Meaning	
FM		ndndnhnhnmnm	<p>used to indicate a significant change in most weather elements occurring at ndnd day, nhnh hours and nmnm minutes (UTC);</p> <p>all the elements given before “FM” are to be included following “FM” (i.e. they are all superseded by those following the abbreviation)</p>	
BECMG		nd1nd1nh1nh1/nd2nd2nh2nh2	<p>the change is forecast to commence at nd1nd1 day and nh1nh1 hours (UTC) and be completed by nd2nd2 day and nh2nh2 hours (UTC);</p> <p>only those elements for which a change is forecast are to be given following “BECMG”;</p> <p>the time period nd1nd1nh1nh1/nd2nd2nh2nh2 shall normally be less than 2 hours and in any case shall not exceed 4 hours</p>	
TEMPO		nd1nd1nh1nh1/nd2nd2nh2nh2	<p>temporary fluctuations are forecast to commence at nd1nd1 day and nh1nh1 hours (UTC) and cease by nd2nd2 day and nh2nh2 hours (UTC);</p> <p>only those elements for which fluctuations are forecast are to be given following “TEMPO”; temporary fluctuations shall not last more than one hour in each instance, and in the aggregate, cover less than half of the period nd1nd1nh1nh1/nd2nd2nh2nh2</p>	
PROBnn	—	nd1nd1nh1nh1/nd2nd2nh2nh2	probability of occurrence (in %) of an alternative value of a forecast element or	—
	TEMPO	nd1nd1nh1nh1/nd2nd2nh2nh2		probability of occurrence of temporary fluctuations

			elements; nn = 30 or nn = 40 only; to be placed after the element(s) concerned	
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Table 5-3. Ranges and resolutions for the numerical elements included in TAF

Element as specified in Chapter 6		Range	Resolution
Wind direction:	° true	000 – 360	10
Wind speed:	MP	00 – 99*	1
	S	00 – 199*	1
	K T		
Visibility:	M	0000 –	50
	M	0750	100
	M	0800 – 4	1 000
	M	900	0 (fixed value: 9 999)
		5000–9 000 10 000 –	
Vertical visibility:	30’s M (100’s FT)	000 – 020	1
Cloud: height of cloud base:	30’s M (100’s FT)	000 – 100	1
Air temperature (maximum and minimum):	°C	–80 – +60	1

* There is no aeronautical requirement to report surface wind speeds of 50 m/s (100 kt) or more; however, provision has been made for reporting wind speeds up to 99 m/s (199 kt) for non-aeronautical purposes, as necessary.

Example 5-1. TAF

TAF for YUDO (Donlon/International)*:

TAF YUDO 151800Z 1600/1618 13005MPS 9000 BKN020 BECMG 1606/1608 SCT015CB BKN020 TEMPO

1608/1612 17006G12MPS 1000 TSRA SCT010CB BKN020 FM161230 15004MPS 9999

BKN020 Meaning of the forecast:

TAF for Donlon/International* issued on the 15th of the month at 1800 UTC valid from 0000 UTC to 1800 UTC on the 16th of the month; surface wind direction 130 degrees; wind speed 5 metres per second; visibility 9 kilometres, broken cloud at 600 metres; becoming between 0600 UTC and 0800 UTC on the 16th of the month, scattered cumulonimbus cloud at 450 metres and broken cloud at 600 metres; temporarily between 0800 UTC and 1200 UTC on the 16th of the month surface wind direction 170 degrees; wind speed 6 metres per second gusting to 12 metres per second; visibility 1 000 metres in a thunderstorm with moderate rain, scattered cumulonimbus cloud at 300 metres and broken cloud

at 600 metres; from 1230 UTC on the 16th of the month surface wind direction 150 degrees; wind speed 4 metres per second; visibility 10 kilometres or more; and broken cloud at 600 metres.

* Fictitious location

Note.— In this example, the primary units “metre per second” and “metre” were used for wind speed and height of cloud base, respectively.

However, in accordance with SLCAR Part 5, the corresponding non-SI alternative units “knot” and “foot” may be used instead.

Example 5-2. Cancellation of TAF

Cancellation of TAF for YUDO

(Donlon/International)*: TAF AMD YUDO 161500Z

1600/1618 CNL Meaning of the forecast:

Amended TAF for Donlon/International* issued on the 16th of the month at 1500 UTC cancelling the previously issued TAF valid from 0000 UTC to 1800 UTC on the 16th of the month. * Fictitious location

IS 5 TECHNICAL SPECIFICATIONS RELATED TO AIRCRAFT OBSERVATIONS AND REPORTS

1. Contents of Air-Reports

1.1 Routine air-reports by air-ground data link

1.1.1 When air-ground data link is used and automatic dependent surveillance — contract (ADS-C) or SSR Mode S is being applied, the elements contained in routine air-reports shall be:

Message type designator

Aircraft identification

Data block 1

Latitude

Longitude

Level

Time

Data block 2

Wind direction Wind

speed Wind quality

flag Air temperature

Turbulence (if available)

Humidity (if available)

1.1.2 When air-ground data link is used while ADS-C and SSR Mode S are not being applied, the elements contained in routine reports shall be:

Message type designator

Section 1 (Position information)

Aircraft identification

Position or latitude

and longitude Time

Flight level or altitude

Next position and time over

Ensuing significant point

Section 2 (Operational information)

Estimated time of arrival

Endurance

Section 3 (Meteorological information)

Air temperature

Wind direction

Wind speed

Turbulence
Aircraft icing
Humidity (if available)

1.2 Special air-reports by air-ground data link

When air-ground data link is used, the elements contained in special air-reports shall be:

Message type designator

Aircraft identification

Data block 1

Latitude

Longitude

Level Time

Data block 2

Wind direction

Wind speed

Wind quality flag

Air temperature

Turbulence (if available)

Humidity (if available)

Data block 3

Condition prompting the issuance of a special air-report (one condition to be selected from the list presented in Table 4-1).

1.3 Special air-reports by voice communications

When voice communications are used, the elements contained in special air-reports shall be:

Message type designator

Section 1

(Position
information)

Aircraft
identification

Position or latitude
and longitude Time

Level or range of levels

Section 3 (Meteorological information)

Condition prompting the issuance of a special air-report, to be selected from the list presented in Table 4-1

2. Criteria for Reporting

2.1 General

When air-ground data link is used, the wind direction, wind speed, wind quality flag, air temperature, turbulence and humidity included in air-reports shall be reported in accordance with the following criteria.

2.2 Wind direction

The wind direction shall be reported in terms of degrees true, rounded to the nearest whole degree.

2.3 Wind speed

The wind speed shall be reported in metres per second or knots, rounded to the nearest 1 m/s (1 knot). The units of measurement used for the wind speed shall be indicated.

2.4 Wind quality flag

The wind quality flag shall be reported as 0 when the roll angle is less than 5 degrees and as 1 when the roll angle is 5 degrees or more.

2.5 Air temperature

The air temperature shall be reported to the nearest tenth of a degree Celsius.

2.6 Turbulence

The turbulence shall be reported in terms of the cube root of the eddy dissipation rate (EDR).

2.6.1 Routine air-reports

The turbulence shall be reported during the en-route phase of the flight and shall refer to the 15-minute period immediately preceding the observation. Both the average and peak value of turbulence, together with the time of occurrence of the peak value to the nearest minute, shall be observed. The average and peak values shall be reported in terms of the cube root of EDR. The time of occurrence of the peak value shall be reported as indicated in Table 4-2. The turbulence shall be reported during the climb-out phase for the first 10 minutes of the flight and shall refer to the 30-second period immediately preceding the observation. The peak value of turbulence shall be observed.

2.6.2 Interpretation of the turbulence report

Turbulence shall be considered:

- a) severe when the peak value of the cube root of EDR exceeds 0.7;
- b) moderate when the peak value of the cube root of EDR is above 0.4 and below or equal to 0.7;
- c) light when the peak value of the cube root of EDR is above 0.1 and below or equal to 0.4; and
- d) nil when the peak value of the cube root of EDR is below or equal to 0.1.

2.6.3 Special air-reports

Special air-reports on turbulence shall be made during any phase of the flight whenever the peak value of the cube root of EDR exceeds 0.4. The special air-report on turbulence shall be made with reference to the 1-minute period immediately preceding the observation. Both the average and peak value of turbulence shall be observed. The average and peak values shall be reported in

terms of the cube root of EDR. Special air-reports shall be issued every minute until such time as the peak values of the cube root of EDR fall below 0.4.

2.7 Humidity

The humidity shall be reported as the relative humidity, rounded to the nearest whole per cent.

3. Exchange of Air-Reports

3.1 Responsibilities of the meteorological watch offices

3.1.1 The meteorological watch office shall transmit without delay the special air-reports received by voice communications to the world area forecast centres (WAFCs) and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services.

3.1.2 The meteorological watch office shall transmit without delay special air-reports of pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud received to the associated volcanic ash advisory centres.

3.1.3 When a special air-report is received at the meteorological watch office but the forecaster considers that the phenomenon causing the report is not expected to persist and, therefore, does not warrant issuance of a SIGMET, the special air-report shall be disseminated in the same way that SIGMET messages are disseminated in accordance with IS 7, 1.2.1, i.e. to meteorological watch offices, WAFCs, and other meteorological offices in accordance with regional air navigation agreement.

3.2 Responsibilities of world area forecast centres

Air-reports received at WAFCs shall be further disseminated as basic meteorological data.

3.3 Supplementary dissemination of air-reports

Where supplementary dissemination of air-reports is required to satisfy special aeronautical or meteorological requirements, such dissemination shall be arranged and agreed between the meteorological authorities concerned.

3.4 Format of air-reports

Air-reports shall be exchanged in the format in which they are received.

4. Specific Provisions Related To Reporting Wind Shear and Volcanic Ash

4.1 Reporting of wind shear

4.1.1 When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type shall be included.

4.1.2 Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable unless the pilot-in-command is aware that the appropriate air traffic services unit has already been so advised by a preceding aircraft.

4.2 Post-flight reporting of volcanic activity

- 4.2.1** On arrival of a flight at an aerodrome, the completed report of volcanic activity shall be delivered by the operator or a flight crew member, without delay, to the aerodrome meteorological office, or if such office is not easily accessible to arriving flight crew members, the completed form shall be dealt with in accordance with local arrangements made by the Aeronautical Meteorological Service Provider and the operator.
- 4.2.2** The completed report of volcanic activity received by an aerodrome meteorological office shall be transmitted without delay to the meteorological watch office responsible for the provision of meteorological watch for the flight information region in which the volcanic activity was observed

Table 4-1. Template for the special air-report (downlink)

Key: M = inclusion mandatory, part of every message;

C = inclusion conditional; included whenever available.

Element as specified in Chapter 5	Detailed content	Template(s)	Examples
Message type designator (M)	Type of air-report (M)	ARS	ARS
Aircraft identification (M)	Aircraft radiotelephony call sign (M)	nnnnnn	VA812
DATA BLOCK 1			
Latitude (M)	Latitude in degrees and minutes (M)	Nnnnn or Snnnn	S4506
Longitude (M)	Longitude in degrees and minutes (M)	Wnnnnn or Ennnnn	E01056
Level (M)	Flight level (M)	FLnnn or FLnnn to FLnnn	FL330 FL280 to FL310
Time (M)	Time of occurrence in hours and minutes (M)	OBS AT nnnnZ	OBS AT 1216Z
DATA BLOCK 2			
Wind direction (M)	Wind direction in degrees true (M)	nnn/	262/
Wind speed (M)	Wind speed in metres per second (or knots) (M)	nnnMPS (or nnnKT)	040M PS (080K T)
Wind quality flag (M)	Wind quality flag (M)	n	1
Air temperature (M)	Air temperature in tenths of degrees C (M)	T[M]nnn	T127 TM4 55
Turbulence (C)	Turbulence in hundredths of m ^{2/3} s ⁻¹ and the time of occurrence of the peak value (C) ¹	EDRnnn/nn	EDR064/08
Humidity (C)	Relative humidity in per cent (C)	RHnnn	RH054
DATA BLOCK 3			
Condition prompting the issuance of a special air-report (M)		SEV TURB [EDRnnn] ² or SEV ICE or SEV MTW or TS GR ³ or TS ³ or HVY SS ⁴ or VA CLD [FLnnn/nnn] or VA ⁵ [MT	SEV TURB EDR076 VA CLD FL050/100

		nnnnnnnnnnnnnnnnnnnnnnnn] or MOD TURB [EDR _{nnn}] ² or MOD ICE	
--	--	--	--

Table 4-2. Time of occurrence of the peak value to be reported

Peak value of turbulence occurring during the one-minute period minutes prior to the observation	Value to be reported
0 – 1	0
1 – 2	1
2 – 3	2
...	...
13 – 14	13
14 – 15	14
No timing information available	15

Table 4-3. Ranges and resolutions for the meteorological elements included in air-reports

Element as specified in Chapter 5	Range	Resolution
Wind direction: °true	000 – 360	1
Wind speed: MPS	00 – 125	1
KT	00 – 250	1
Wind quality flag: (index)*	0 – 1	1
Air temperature: °C	-80 – +60	0.1
Turbulence: routine air-report:	0 – 2	0.01
$\frac{m^2}{s^3}$ (time of occurrence)*	0–15	1
Turbulence: special air-report: 1	$\frac{m^2}{s^3}$	0 – 2
Humidity: %	0–100	1
* Non-dimensional		

IS 7 TECHNICAL SPECIFICATIONS RELATED TO SIGMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS

1. Specifications Related to SIGMET Information

1.1 Format of SIGMET messages

1.1.1 The content and order of elements in a SIGMET message shall be in accordance with the template shown in Table 6-1A.

1.1.2 Messages containing SIGMET information shall be identified as: “SIGMET”.

1.1.3 The sequence number referred to in the template in Table 6-1A shall correspond with the number of SIGMET messages issued for the flight information region (FIR) since 0001 UTC on the day concerned. The meteorological watch offices whose area of responsibility encompasses more than one FIR and/or control area (CTA) shall issue separate SIGMET messages for each FIR and/or CTA within their area of responsibility.

1.1.4 In accordance with the template in Table 6-1A, only one of the following phenomena shall be included in a SIGMET message, using the abbreviations as indicated below:

At cruising levels (irrespective of altitude): thunderstorm

- | | |
|---|-----------|
| a) obscured | OBSC TS |
| b) embedded | EMBD TS |
| c) frequent | FRQ TS |
| d) squall line | SQL TS |
| e) obscured with hail | OBSC TSGR |
| f) embedded with hail | EMBD TSGR |
| g) frequent, with hail | FRQ TSGR |
| h) squall line with hail | SQL TSGR |
| i) turbulence | |
| severe turbulence | SEV TURB |
| j) icing | |
| severe icing | SEV ICE |
| severe icing due to
ICE (FZRA) freezing rain | SEV |
| k) mountain wave | |
| severe mountain wave | SEV MTW |
| l) duststorm | |
| heavy duststorm | HVY DS |
| m) sandstorm | |
| heavy sandstorm | HVY SS |
| n) volcanic ash | |

volcanic ash VA (+ volcano name, if known)

o) radioactive cloud

1.1.5 SIGMET information shall not contain unnecessary descriptive material. In describing the weather phenomena for which the SIGMET is issued, no descriptive material additional to that given in 1.1.4 shall be included. SIGMET information concerning thunderstorms shall not include references to associated turbulence and icing.

1.1.6 SIGMET information shall be disseminated in IWXXM GML form in addition to the dissemination of SIGMET information in accordance with 1.1.1.

1.1.7 SIGMET, when issued in graphical format, shall be as specified in IS 9.3, including the use of applicable symbols and/or abbreviations.

1.2 Dissemination of SIGMET messages

1.2.1 SIGMET messages shall be disseminated to meteorological watch offices, WAFs and to other meteorological offices in accordance with regional air navigation agreement. SIGMET messages for volcanic ash shall also be disseminated to volcanic ash advisory centres.

1.2.2 SIGMET messages shall be disseminated to international OPMET databanks and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement.

2. Specifications Related to Special Air-Reports

2.1 Special air-reports shall be uplinked for 60 minutes after their issuance.

2.2 Information on wind and temperature included in automated special air-reports shall not be uplinked to other aircraft in flight.

3. Detailed Criteria Related to SIGMET Messages and Special Air-Reports (UPLINK)

3.1 Criteria related to phenomena included in SIGMET messages and special air-reports (uplink)

3.1.1 An area of thunderstorms and cumulonimbus clouds shall be considered:

- a) obscured (OBSC) if it is obscured by haze or smoke or cannot be readily seen due to darkness;
- b) embedded (EMBD) if it is embedded within cloud layers and cannot be readily recognized;
- c) isolated (ISOL) if it consists of individual features which affect, or are forecast to affect, an area with a maximum spatial coverage less than 50 per cent of the area concerned (at a fixed time or during the period of validity); and
- d) occasional (OCNL) if it consists of well-separated features which affect, or are forecast to affect, an area with a maximum spatial coverage between 50 and 75 per cent of the area concerned (at a fixed time or during the period of validity).

3.1.2 An area of thunderstorms shall be considered frequent (FRQ) if within that area there is little or no separation between adjacent thunderstorms with a maximum spatial coverage greater than 75 per cent of the area affected, or forecast to be affected, by the phenomenon (at a fixed time or during the period of validity).

- 3.1.3** Squall line (SQL) shall indicate a thunderstorm along a line with little or no space between individual clouds.
- 3.1.4** Hail (GR) shall be used as a further description of the thunderstorm, as necessary.
- 3.1.5** Severe and moderate turbulence (TURB) shall refer only to: low-level turbulence associated with strong surface winds; rotor streaming; or turbulence whether in cloud or not in cloud (CAT). Turbulence shall not be used in connection with convective clouds.
- 3.1.6** Turbulence shall be considered:
 - a) severe whenever the peak value of the cube root of EDR exceeds 0.7; and
 - b) moderate whenever the peak value of the cube root of EDR is above 0.4 and below or equal to 0.7.
- 3.1.7** Severe and moderate icing (ICE) shall refer to icing in other than convective clouds. Freezing rain (FZRA) shall refer to severe icing conditions caused by freezing rain.
- 3.1.8** A mountain wave (MTW) shall be considered:
 - a) severe whenever an accompanying downdraft of 3.0 m/s (600 ft/min) or more and/or severe turbulence is observed or forecast; and
 - b) moderate whenever an accompanying downdraft of 1.75–3.0 m/s (350–600 ft/min) and/or moderate turbulence is observed or forecast.
- 3.1.9** Sandstorm/duststorm shall be considered:
 - a) heavy whenever the visibility is below 200 m and the sky is obscured; and
 - b) moderate whenever the visibility is:
 - 1) below 200 m and the sky is not obscured; or
 - 2) between 200 m and 600 m.

4. Specifications Related to Aerodrome Warnings

4.1 Format and dissemination of aerodrome warnings

- 4.1.1** The aerodrome warnings shall be issued in accordance with the template in Table 6-2 where required by operators or aerodrome services, and shall be disseminated in accordance with local arrangements to those concerned.
- 4.1.2** The sequence number referred to in the template in Table 6-2 shall correspond with the number of aerodrome warnings issued for the aerodrome since 0001 UTC on the day concerned.
- 4.1.3** In accordance with the template in Table 6-2, aerodrome warnings shall relate to the occurrence or expected occurrence of one or more of the following phenomena:
 - a) thunderstorm
 - b) hail
 - c) snow (including the expected or observed snow accumulation)
 - d) freezing precipitation
 - e) hoar frost or rime
 - f) sandstorm

- g) duststorm
- h) rising sand or dust
- i) strong surface wind and gusts
- j) squall
- k) frost
- l) volcanic ash
- m) tsunami
- n) volcanic ash deposition
- o) toxic chemicals
- p) other phenomena as agreed locally.

4.1.4 The use of text additional to the abbreviations listed in the template in Table 6-2 shall be kept to a minimum. The additional text shall be prepared in abbreviated plain language using approved ICAO abbreviations and numerical values. If no ICAO approved abbreviations are available, English plain language text shall be used.

4.2 Quantitative criteria for aerodrome warnings

When quantitative criteria are necessary for the issue of aerodrome warnings covering, for example, the expected maximum wind speed or the expected total snowfall, the criteria used shall be as agreed between the aerodrome meteorological office and the users concerned.

5. Specifications Related to Wind Shear Warnings

5.1 Detection of wind shear

Evidence of the existence of wind shear shall be derived from:

- a) ground-based, wind shear remote-sensing equipment, for example, Doppler radar;
- b) ground-based, wind shear detection equipment, for example, a system of surface wind and/or pressure sensors located in an array monitoring a specific runway or runways and associated approach and departure paths;
- c) aircraft observations during the climb-out or approach phases of flight to be made in accordance with Chapter 5; or
- d) other meteorological information, for example, from appropriate sensors located on existing masts or towers in the vicinity of the aerodrome or nearby areas of high ground.

5.2 Format and dissemination of wind shear warnings and alerts

5.2.1 The wind shear warnings shall be issued in accordance with the template in Table 6-3 and shall be disseminated in accordance with local arrangements to those concerned.

5.2.2 The sequence number referred to in the template in Table 6-3 shall correspond with the number of wind shear warnings issued for the aerodrome since 0001 UTC on the day concerned.

5.2.3 The use of text additional to the abbreviations listed in the template in Table 6-3 shall be kept to a minimum. The additional text shall be prepared in abbreviated plain language using approved

ICAO abbreviations and numerical values. If no ICAO approved abbreviations are available, English plain language text shall be used.

- 5.2.4 When an aircraft report is used to prepare a wind shear warning, or to confirm a warning previously issued, the corresponding aircraft report, including the aircraft type, shall be disseminated unchanged in accordance with local arrangements to those concerned.
- 5.2.5 The wind shear alerts shall be disseminated from automated, ground-based, wind shear remote-sensing or detection equipment in accordance with local arrangements to those concerned.
- 5.2.6 Where microbursts are observed, reported by pilots or detected by ground-based, wind shear detection or remote-sensing equipment, the wind shear warning and wind shear alert shall include a specific reference to microburst.
- 5.2.7 Where information from ground-based, wind shear detection or remote-sensing equipment is used to prepare a wind shear alert, the alert shall, if practicable, relate to specific sections of the runway and distances along the approach path or take-off path as agreed between the Aeronautical Meteorological Service Provider, the air traffic service provider and the operators concern

Table 6-1A. Template for SIGMET messages

Key: M = inclusion mandatory, part of every message;
 C = inclusion conditional, included whenever applicable;
 = = a double line indicates that the text following it shall be placed on the subsequent line.

Element	Detailed content	SIGMET template	SIGMET message examples
Location indicator of FIR/CTA (M) ¹	ICAO location indicator of the ATS unit serving the FIR or CTA to which the SIGMET refers	nnnn	YUCC ² YUDD ²
Identification (M)	Message identification ³ and sequence number	SIGMET [n][n]n	SIGMET 1 SIGMET 01 SIGMET A01
Validity period (M)	Day-time groups indicating the period of validity in UTC	VALID nnnnn/nnnnn	VALID 010000/010400 VALID 221215/221600 VALID 101520/101800 VALID 251600/252200 VALID 152000/160000 VALID 192300/200300
Location indicator of MWO (M)	Location indicator of MWO originating the message with a separating hyphen	nnnn-	YUDO- ² YUSO- ²

Name of the FIR/CTA (M)	Location indicator and name of the FIR/CTA ⁴ for which the SIGMET is issued	nnnn nnnnnnnnnn FIR or UIR or FIR/UIR or nnnn nnnnnnnnnn CTA	YUCC AMSWELL FIR ² YUDD SHANLON ² FIR/UIR ² UIR FIR/UIR YUDD SHANLON CTA ²
IF THE SIGMET MESSAGE IS TO BE CANCELLED, SEE DETAILS AT THE END OF THE TEMPLATE.			
Status indicator (C) ⁵	Indicator of test or exercise	TEST or EXER	TEST EXER
Phenomenon (M) ⁶	Description of phenomenon causing the issuance of SIGMET	OBSC7 TS[GR8] EMBD9 TS[GR8] FRQ10 TS[GR8] SQL11 TS[GR8] TC nnnnnnnnnn PSN Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] CB or TC NN12 PSN Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] CB SEV TURB13 SEV ICE14 SEV ICE (FZRA)14 SEV MTW15 HVY DS HVY SS [VA ERUPTION] [MT nnnnnnnnnn] [PSN Nnn[nn] or Snn[nn] Ennn[nn] or Wnnn[nn]] VA CLD RDOACT CLD	OBSC TS OBSC TSGR EMBD TS EMBD TSGR FRQ TS FRQ TSGR SQL TS SQL TSGR TC GLORIA PSN N10 W060 CB TC NN PSN S2030 E06030 CB SEV TURB SEV ICE SEV ICE (FZRA) SEV MTW HVY DS HVY SS VA ERUPTION MT ASHVAL2 PSN S15 E073 VA CLD RDOACT CLD
Observed or forecast phenomenon (M) ^{20, 21}	Indication whether the information is observed and expected to continue, or forecast	OBS [AT nnnnZ] or FCST [AT nnnnZ]	OBS OBS AT 1210Z FCST FCST AT 1815Z
Location (C) ^{20, 21, 33}	Location (referring to latitude and longitude (in	Nnn[nn] Wnnn[nn] or Nnn[nn] Ennn[nn] or Snn[nn] Wnnn[nn] or Snn[nn] Ennn[nn]	N2020 W07005 N48 E010 S60 W160

	degrees and minutes))	<p>or</p> <p>N OF Nnn[nn] or S OF Nnn[nn] or N OF Snn[nn] or S OF Snn[nn] [AND]</p> <p>W OF Wnnn[nn] or E OF Wnnn[nn] or W OF Ennn[nn]</p> <p>or</p> <p>E OF Ennn[nn]</p> <p>or</p> <p>N OF Nnn[nn] or N OF Snn[nn] AND S OF Nnn[nn] or S OF Snn[nn]</p> <p>or</p> <p>W OF Wnnn[nn] or W OF Ennn[nn] AND</p> <p>E OF Wnnn[nn] or E OF Ennn[nn]</p> <p>or</p> <p>N OF LINE22 or NE OF LINE22 or E OF LINE22 or SE OF LINE22 or S OF LINE22 or SW OF LINE22 or W OF LINE22</p> <p>or NW OF LINE22 Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] [– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] [– Nnn[nn]</p> <p>or Snn[nn] Wnnn[nn] or Ennn[nn]</p> <p>[AND N OF LINE22 or NE OF LINE22 or E OF LINE22 or SE OF LINE22 or S OF LINE22 or SW OF LINE22 or W OF LINE22 or NW OF LINE22 Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] [– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] [–</p>	<p>S0530 E16530</p> <p>N OF N50</p> <p>S OF N5430</p> <p>N OF S10</p> <p>S OF S4530</p> <p>W OF W155</p> <p>E OF W45</p> <p>W OF E15540</p> <p>E OF E09015</p> <p>N OF N1515 AND W OF E13530</p> <p>S OF N45 AND N OF N40 N OF LINE S2520 W11510 – S2520 W12010</p> <p>SW OF LINE N50 W005 – N60 W020</p> <p>SW OF LINE N50 W020 – N45 E010 AND NE OF LINE N45 W020 – N40 E010</p> <p>WI N6030 E02550 – N6055 E02500 –</p> <p>N6050 E02630 – N6030 E02550</p> <p>APRX 50KM WID LINE BTN N64 W017 – N60 W010 – N57 E010</p> <p>ENTIRE FIR</p> <p>ENTIRE UIR</p> <p>ENTIRE FIR/UIR</p> <p>ENTIRE CTA</p> <p>WI 400KM OF TC CENTRE</p> <p>WI 250NM OF TC CENTRE</p> <p>WI 30KM OF N6030 E02550†</p>
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		<p>Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] or WI22, 23 Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – [Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]]</p>	
Level (C) ^{20, 21}	Flight level or altitude	<p>[SFC/]FLnnn or [SFC/]nnnnM (or [SFC/][n]nnnnFT) or FLnnn/nnn or TOP FLnnn or [TOP] ABV FLnnn (or [TOP] ABV [n]nnnnFT) [nnnn/]nnnnM (or [[n]nnnn/][n]nnnnFT) or [nnnnM/]FLnnn (or [[n]nnnnFT/]FLnnn) or 24 TOP [ABV or BLW] FLnnn</p>	<p>FL180 SFC/FL070 SFC/3000M SFC/10000FT FL050/080 TOP FL390 ABV FL250 TOP ABV FL100 ABV 7000FT TOP ABV 9000FT TOP ABV 10000FT 3000M 2000/3000M 8000FT 6000/12000FT 2000M/FL150 10000FT/FL250 TOP FL500 TOP ABV FL500 TOP BLW FL450</p>
Movement or expected movement (C) ^{20, 26, 34}	Movement or expected movement (direction and speed) with reference to one of the sixteen points of compass, or stationary	<p>MOV N [nnKMH] or MOV NNE [nnKMH] or MOV NE [nnKMH] or MOV ENE [nnKMH] or MOV E [nnKMH] or MOV ESE [nnKMH] or MOV SE [nnKMH] or MOV SSE [nnKMH] or MOV S [nnKMH] or MOV</p>	<p>MOV SE MOV NNW MOV E 40KMH MOV E 20KT MOV WSW 20KT STNR</p>

		SSW [nnKMH] or MOV SW [nnKMH] or MOV WSW [nnKMH] or MOV W [nnKMH] or MOV WNW [nnKMH] or MOV NW [nnKMH] or MOV NNW [nnKMH] (or MOV N [nnKT] or MOV NNE [nnKT] or MOV NE [nnKT] or MOV ENE [nnKT] or MOV E [nnKT] or MOV ESE [nnKT] or MOV SE [nnKT] or MOV SSE [nnKT] or MOV S [nnKT] or MOV SSW [nnKT] or MOV SW [nnKT] or MOV WSW [nnKT] or MOV W [nnKT] or MOV WNW [nnKT] or MOV NW [nnKT] or MOV NNW [nnKT]) or STNR	
Changes in intensity (C) ²⁰	Expected changes in intensity	INTSF or WKN or NC	INTSF WKN NC
Forecast time (C) ^{20, 21, 26}	Indication of the forecast time of phenomenon	FCST AT nnnnZ	FCST AT 2200Z
TC forecast position (C) ²⁴	Forecast position of TC centre at the end of the validity period of the SIGMET message	TC CENTRE PSN Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] or 31 TC CENTRE PSN Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] CB	TC CENTRE PSN N1030 E16015 TC CENTRE PSN N1015 E15030 CB
Forecast position (C) ^{20, 21, 26, 27, 33}	Forecast position of phenomenon at the end of the validity period of the SIGMET message ³²	Nnn[nn] Wnnn[nn] or Nnn[nn] Ennn[nn] or Snn[nn] Wnnn[nn] or Snn[nn] Ennn[nn] or N OF Nnn[nn] or	N30 W170 N OF N30 S OF S50 AND W OF E170 S OF N46 AND N OF N39 NE OF LINE N35 W020 –

	<p>S OF Nnn[nn] or N OF Snn[nn] or S OF Snn[nn] [AND] W OF Wnnn[nn] or E OF Wnnn[nn] or W OF Ennn[nn] or E OF Ennn[nn] or N OF Nnn[nn] or N OF Snn[nn] AND S OF Nnn[nn] or S OF Snn[nn] or W OF Wnnn[nn] or W OF Ennn[nn] AND E OF Wnnn[nn] or E OF Ennn[nn] or N OF LINE22 or NE OF LINE22 or E OF LINE22 or SE OF LINE22 or S OF LINE22 or SW OF LINE22 or W OF LINE22 or NW OF LINE22 Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] [– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] [AND N OF LINE22 or NE OF LINE22 or E OF LINE22 or SE OF LINE22 or S OF LINE22 or SW OF LINE22 or W OF LINE22 or NW OF LINE22 Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or</p>	<p>N45 W040 SW OF LINE N48 W020 – N43 E010 AND NE OF LINE N43 W020 – N38 E010 WI N20 W090 – N05 W090 – N10 W100 – N20 W100 – N20 W090 APRX 50KM WID LINE BTN N64 W017 – N57 W005 – N55 E010 – N55 E030 ENTIRE FIR ENTIRE UIR ENTIRE FIR/UIR ENTIRE CTA NO VA EXP WI 30KM OF N6030 E02550† WI 150NM OF TC CENTRE</p>
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		<p>Ennn[nn] [- Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] or WI22, 23 Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] or APRX nnKM WID LINE22 BTN (nnNM WID LINE22 BTN) Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] – Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] [- Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] [– Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]] or ENTIRE FIR or ENTIRE UIR or ENTIRE FIR/UIR or ENTIRE CTA or28 NO VA EXP or25 WI nnKM (or nnNM) OF Nnn[nn] or Snn[nn]</p>	
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		Wnnn[nn] or Ennn[nn] or24 WI nnnKM (nnnNM) OF TC CENTRE	
Repetition of elements (C) ²⁹	Repetition of elements included in a SIGMET message for volcanic ash cloud	[AND] ²⁹	AND

OR

Cancellation of SIGMET (C) ³⁰	Cancellation of SIGMET referring to its identification	CNL SIGMET [n][n]n nnnnnn/nnnnnn or ²⁸ CNL SIGMET [n][n]n nnnnnn/nnnnnn VA MOV TO nnnn FIR	CNL SIGMET 2 101200/101600 CNL SIGMET A13 251030/251430 VA MOV TO YUDO FIR ²
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Notes.—

1. See 4.1.
2. Fictitious location.
3. In accordance with 1.1.3 and 2.1.2.
4. See 2.1.3.
5. Used only when the message issued to indicate that a test or an exercise is taking place. When the word "TEST" or the abbreviation "EXER" is included, the message may contain information that should not be used operationally or will otherwise end immediately after the word "TEST".
6. In accordance with 1.1.4 and 2.1.4.
7. In accordance with 4.2.1 a).
8. In accordance with 4.2.4.
9. In accordance with 4.2.1 b).
10. In accordance with 4.2.2.
11. In accordance with 4.2.3.
12. In accordance with 4.2.5 and 4.2.6.
13. In accordance with 4.2.7.
14. In accordance with 4.2.8.
15. In accordance with 2.1.4.
16. In accordance with 4.2.1 c).
17. In accordance with 4.2.1 d).
18. In the case of volcanic ash cloud covering more than one area within the FIR, these elements can be repeated, as necessary. Each location and forecast position is to be preceded by an

observed or forecast time.

19. A straight line is to be used between two points drawn on a map in the Mercator projection or between two points which crosses lines of longitude at a constant angle.

20. The number of coordinates are to be kept to a minimum and should not normally exceed seven.

21. Only for SIGMET messages for radioactive cloud. When detailed information on the release is not available, a radius of up to 30 kilometres (or 16 nautical miles) from the source can be applied; and a vertical extent from surface (SFC) to the upper limit of the flight information region/upper flight information region (FIR/UIR) or control area (CTA) is to be applied.

22. Only for SIGMET messages for radioactive cloud. A radius of up to 30 kilometres (or 16 nautical miles) from the source and a vertical extent from surface (SFC) to the upper limit of the flight information region/upper flight information region (FIR/UIR) or control area (CTA) is to be applied.

23. The elements “forecast time” and “forecast position” are not to be used in conjunction with the element “movement or expected movement”.

24. The levels of the phenomena remain fixed throughout the forecast period.

25. Only for SIGMET messages for volcanic ash.

26. End of the message (as the SIGMET message is being cancelled).

27. The term CB is to be used when the forecast position for the cumulonimbus cloud is included.

28. For SIGMET messages for radioactive cloud, only within (WI) is to be used for the elements “location” and “forecast position”.

29. For SIGMET messages for radioactive cloud, only stationary (STNR) is to be used for the element “movement or expected movement”.

Table 6-1B Template for special air-reports (uplink)

Key: M = inclusion mandatory, part of every message;

C = inclusion conditional, included whenever applicable;

= = a double line indicates that the text following it shall be placed on the subsequent line.

Element	Detailed content	Template ^{1,2}		Examples
Identification (M)	Message identification	ARS		ARS
Aircraft identification (M)	Aircraft radiotelephony call sign	nnnnnn		VA812 ³
Observed phenomenon (M)	Description of observed phenomenon causing the issuance of the	TS TSG R		TS TSG R

	special air- report ⁴	SEV TURB SEV ICE SEV MTW HVY SS VA CLD VA [MT nnnnnnnnnn] MOD TURB MOD ICE		SEV TURB SEV ICE SEV MTW HVY SS VA CLD VA VA MT ASHVAL ⁵ MOD TURB MOD ICE
Observation time (M)	Time of observation of observed phenomenon	OBS AT nnnnZ		OBS AT 1210Z
Location (C)	Location (referring to latitude and longitude (in degrees and minutes)) of observed phenomenon	NnnnnWnnnnn or NnnnnEnnnnn or SnnnnWnnnnn or SnnnnEnnnnn		N2020W07005 S4812E01036
Level (C)	Flight level or altitude of observed phenomenon	FLnnn or FLnnn/nnn or nnnnM (or [n]nnnnFT)		FL390 FL180/ 210 3000M 12000FT

Table 6-2. Template for aerodrome warnings

Key: M = inclusion mandatory, part of every message;

C = inclusion conditional, included whenever applicable.

Element	Detailed content	Templates	Examples
Location indicator of the aerodrome (M)	Location indicator of the aerodrome	nnnn	YUCC ¹
Identification of the type of message (M)	Type of message and sequence number	AD WRNG [n]n	AD WRNG 2

Validity period (M)	Day and time of validity period in UTC	VALID nnnnnn/nnnnnn	VALID 211230/211530
IF THE AERODROME WARNING IS TO BE CANCELLED, SEE DETAILS AT THE END OF THE TEMPLATE.			
Phenomenon (M) ²	Description of phenomenon causing the issuance of the aerodrome warning	TC ³ nnnnnnnnnn or [HVY] TS or GR or [HVY] SN [nnCM] ³ or [HVY] FZRA or [HVY] FZDZ or RIME ⁴ or [HVY] SS or [HVY] DS or SA or DU or SFC WSPD nn[n]MPS MAX nn[n] (SFC WSPD nn[n]KT MAX nn[n]) or SFC WIND nnn/nn[n]MPS MAX nn[n] (SFC WIND nnn/nn[n]KT MAX nn[n]) or SQ or FROST or TSUNAMI or VA[DEPO] or TOX CHEM or Free text up to 32 characters ⁵	TC ANDREW HVY SN 25CM SFC WSPD 20MPS MAX 30 VA TSUNAMI
Observed or forecast phenomenon (M)	Indication whether the information is observed and expected to continue, or forecast	OBS [AT nnnnZ] or FCST	OBS AT 1200Z OBS
Changes in intensity (C)	Expected changes in intensity	INTSF or WKN or NC	WKN

OR

Cancellation of aerodrome warning ⁶	Cancellation of aerodrome warning referring to its identification	CNL AD WRNG [n]n nnnnnn/nnnnnn	CNL AD WRNG 2 211230/211530 ⁶
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Table 6-3. Template for wind shear warnings

Key: M = inclusion mandatory, part of every message;

C = inclusion conditional, included whenever applicable.

Element	Detailed content	Template(s)	Examples
Location indicator of the aerodrome (M)	Location indicator of the aerodrome	nnnn	YUCC ¹
Identification of the type of message (M)	Type of message and sequence number	WS WRNG [n]n	WS WRNG 1
Time of origin and validity period (M)	Day and time of issue and, where applicable, validity period in UTC	nnnnnn [VALID TL nnnnnn] or [VALID nnnnnn/nnnnnn]	211230 VALID TL 211330 221200 VALID 221215/221315
IF THE WIND SHEAR WARNING IS TO BE CANCELLED, SEE DETAILS AT THE END OF THE TEMPLATE.			
Phenomenon (M)	Identification of the phenomenon and its location	[MOD] or [SEV] WS IN APCH or [MOD] or [SEV] WS [APCH] RWYnnn or [MOD] or [SEV] WS IN CLIMB-OUT or [MOD] or [SEV] WS CLIMB-OUT RWYnnn or MBST IN APCH or MBST [APCH] RWYnnn or MBST IN CLIMB-OUT or MBST CLIMB-OUT RWYnnn	WS APCH RWY12 MOD WS RWY34 WS IN CLIMB-OUT MBST APCH RWY26 MBST IN CLIMB-OUT
Observed, reported or forecast phenomenon (M)	Identification whether the phenomenon is observed or reported and expected to continue, or forecast	REP AT nnnn nnnnnnnn or OBS [AT nnnn] or FCST	REP AT 1510 B747 OBS AT 1205 FCST
Details of the phenomenon (C) ²	Description of phenomenon causing the issuance of the wind shear warning	SFC WIND: nnn/nnMPS (or nnn/nnKT) nnnM (nnnFT)-WIND: nnn/nnMPS (or nnn/nnKT) or nnKMH (or nnKT) LOSS nnKM (or nnNM) FNA RWYnn or	SFC WIND: 320/5MPS 60M-WIND: 360/13MPS (SFC WIND: 320/10KT 200FT-WIND: 360/26KT) 60KMH LOSS 4KM FNA RWY13

		nnKMH (or nnKT) GAIN nnKM (or nnNM) FNA RWYnn	(30KT LOSS 2NM FNA RWY13)
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OR

Cancellation of wind shear warning ⁵	Cancellation of wind shear warning referring to its identification	CNL WS WRNG [n]n nnnnnn/nnnnnn	CNL WS WRNG 1 211230/211330 ⁵
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Table 6-4. Ranges and resolutions for the numerical elements included in volcanic ash advisory messages, SIGMET messages and aerodrome and wind shear warnings

Element as specified in Appendices 2 and 6		Range	Resolution
Summit elevation:	M	000–8 100	1
	FT	000 – 27 000	1
Advisory number:	for VA (index)*	000–2 000	1
	for TC (index)*	00–99	1
Maximum surface wind:	MPS	00–99	1
	KT	00 – 199	1
Central pressure:	hPa	850–1 050	1
Surface wind speed:	MPS	15–49	1
	KT	30–99	1
Surface visibility:	M	0000 – 0750	50
	M	0800 – 5 000	100
Cloud: height of base:	M	000 – 300	30
	FT	000–1 000	100
Cloud: height of top:	M	000–2 970	30
	M	3 000 – 20 000	300
	FT	000–9 900	100
	FT	10 000 – 60 000	1 000
Latitudes:	° (degrees)	00–90	1

	' (minutes)	00 – 60	1
Longitudes:	° (degrees)	000 – 180	1
	' (minutes)	00 – 60	1
Flight levels:		000 – 650	10
Movement:	KMH	0–300	10
	KT	0–150	5
* Non-dimensional			

IS 8 TECHNICAL SPECIFICATIONS RELATED TO AERONAUTICAL CLIMATOLOGICAL INFORMATION

1. Processing of Aeronautical Climatological Information

Meteorological observations for regular and alternate aerodromes shall be collected, processed and stored in a form suitable for the preparation of aerodrome climatological information.

2. Exchange of Aeronautical Climatological Information

Aeronautical climatological information shall be exchanged on request between meteorological authorities. Operators and other aeronautical users desiring such information shall normally apply to the Aeronautical Meteorological Service Provider.

3. Content of Aeronautical Climatological Information

3.1 Aerodrome climatological tables

3.1.1 An aerodrome climatological table shall give as applicable:

- a) mean values and variations therefrom, including maximum and minimum values, of meteorological elements (for example, of air temperature); and/or
- b) the frequency of occurrence of present weather phenomena affecting flight operations at the aerodrome (for example, of sandstorms); and/or
- c) the frequency of occurrence of specified values of one, or of a combination of two or more, elements (for example, of a combination of low visibility and low cloud).

3.1.2 Aerodrome climatological tables shall include information required for the preparation of aerodrome climatological summaries in accordance with 3.2.

3.2 Aerodrome climatological summaries Aerodrome climatological summaries shall cover:

- a) frequencies of the occurrence of runway visual range/visibility and/or height of the base of the lowest cloud layer of BKN or OVC extent below specified values at specified times;
- b) frequencies of visibility below specified values at specified times;
- c) frequencies of the height of the base of the lowest cloud layer of BKN or OVC extent below specified values at specified times;
- d) frequencies of occurrence of concurrent wind direction and speed within specified ranges;
- e) frequencies of surface temperature in specified ranges of 5°C at specified times; and
- f) mean values and variations therefrom, including maximum and minimum values of meteorological elements required for operational planning purposes, including take-off performance calculations.

IS 9 TECHNICAL SPECIFICATIONS RELATED TO SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS

1. Means of Supply and Format of Meteorological Information

1.1 Meteorological information shall be supplied to operators and flight crew members by one or more of the following, as agreed between the Aeronautical Meteorological Service Provider and the operator concerned, and with the order shown below not implying priorities:

- a) written or printed material, including specified charts and forms;
- b) data in digital form;
- c) briefing;
- d) consultation;
- e) display; or
- f) in lieu of a) to e), by means of an automated pre-flight information system providing self-briefing and flight documentation facilities while retaining access by operators and aircrew members to consultation, as necessary, with the aerodrome meteorological office, in accordance with 5.1.

1.2 The Aeronautical Meteorological Service Provider, in consultation with the operator, shall determine:

- a) the type and format of meteorological information to be supplied; and
- b) methods and means of supplying that information.

1.3 On request by the operator, the meteorological information supplied for flight planning shall include data for the determination of the lowest usable flight level.

2. Specifications Related to Information for Pre-Flight Planning and In-Flight Re-planning

2.1 Format of upper-air gridded information

Upper-air gridded information supplied by the world area forecast centres (WAFCs) for pre-flight and in-flight replanning shall be in the GRIB code form.

2.2 Format of information on significant weather

Information on significant weather supplied by WAFCs for pre-flight and in-flight replanning shall be in the IWXXM code form.

2.3 Specific needs of helicopter operations

Meteorological information for pre-flight planning and in-flight replanning by operators of helicopters flying to offshore structures shall include data covering the layers from sea level to flight level 100. Particular mention shall be made of the expected surface visibility, the amount, type (where available), base and tops of cloud below flight level 100, sea state and sea-surface temperature, mean sea-level pressure, and the occurrence and expected occurrence of turbulence and icing, as determined by regional air navigation agreement.

3. Specifications Related to Briefing and Consultation

3.1 Information required to be displayed

The material displayed shall be readily accessible to the flight crew members or other flight operations personnel concerned.

4. Specifications Related to Flight Documentation

4.1 Presentation of information

- 4.1.1** The flight documentation related to forecasts of upper wind and upper-air temperature and SIGWX phenomena shall be presented in the form of charts.
- 4.1.2** The flight documentation related to concatenated route-specific upper wind and upper-air temperature forecasts shall be provided as agreed between the Aeronautical Meteorological Service Provider and the operator concerned.
- 4.1.3** METAR and SPECI (including trend forecasts as issued in accordance with regional air navigation agreement), TAF, SIGMET, volcanic ash, and space weather advisory information shall be presented in accordance with the templates in implementing standards 4, 5, 6 and 7. Such meteorological information received from other meteorological offices shall be included in flight documentation without change.
- 4.1.4** The location indicators and the abbreviations used shall be explained in the flight documentation.
- 4.1.5** The forms and the legend of charts included in flight documentation shall be printed in English. And approved abbreviations used where appropriate. The units employed for each element shall be indicated; they shall be in accordance with Part 5 of these regulations.

4.2 Charts in flight documentation

4.2.1 Characteristics of charts

- 4.2.1.1** Charts included in flight documentation shall have a high standard of clarity and legibility and shall have the following physical characteristics:
 - a) for convenience, the largest size of charts shall be about 42 × 30 cm (standard size A3) and the smallest size shall be about 21 × 30 cm (standard size A4). The choice between these sizes shall depend on the route lengths and the amount of detail that needs to be given in the charts as agreed between the meteorological authorities and the users concerned;
 - b) major geographical features, such as coastlines, major rivers and lakes shall be depicted in a way that makes them easily recognizable;
 - c) for charts prepared by computer, meteorological data shall take preference over basic chart information, the former cancelling the latter wherever they overlap;
 - d) major aerodromes shall be shown as a dot and identified by the first letter of the name of the city the aerodrome serves as given in Table AOP of the relevant regional air navigation plan;
 - e) a geographical grid shall be shown with meridians and parallels represented by dotted lines at each 10° latitude and longitude; dots shall be spaced one degree apart;
 - f) latitude and longitude values shall be indicated at various points throughout the charts (i.e. not only at the edges); and
 - g) labels on the charts for flight documentation shall be clear and simple and shall present the name of the world area forecast centre or, for non-world area forecast system (WAFS)

products, the originating centre, the type of chart, date and valid time and, if necessary, the types of units used in an unambiguous way.

4.2.1.2 Meteorological information included in flight documentation shall be represented as follows:

- a) winds on charts shall be depicted by arrows with feathers and shaded pennants on a sufficiently dense grid;
- b) temperatures shall be depicted by figures on a sufficiently dense grid;
- c) wind and temperature data selected from the data sets received from a world area forecast centre shall be depicted in a sufficiently dense latitude/longitude grid; and
- d) wind arrows shall take precedence over temperatures and either shall take precedence over chart background.

4.2.2.1 For short-haul flights, charts shall be prepared covering limited areas at a scale of $1:15 \times 10^6$ as required.

4.2.2 Set of charts to be provided

4.2.2.1 The minimum number of charts for flights between flight level 250 and flight level 630 shall include a high-level SIGWX chart (flight level 250 to flight level 630) and a forecast 250 hPa wind and temperature chart. The actual charts provided for pre-flight and in-flight planning and for flight documentation shall be as agreed between meteorological authorities and users concerned.

4.2.2.2 Charts to be provided shall be generated from the digital forecasts provided by the WAFCs whenever these forecasts cover the intended flight path in respect of time, altitude and geographical extent, unless otherwise agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

4.2.3 Height indications

In flight documentation, height indications shall be given as follows:

- a) all references to en-route meteorological conditions, such as height indications of upper winds, turbulence or bases and tops of clouds, shall preferably be expressed in flight levels; they may also be expressed in pressure, altitude or, for low-level flights, height above ground level; and
- b) all references to aerodrome meteorological conditions, such as height indications of the bases of clouds, shall be expressed in height above the aerodrome elevation.

5. Specifications Related to Automated Pre-Flight Information Systems for Briefing, Consultation, Flight Planning and Flight Documentation

5.1 Access to the systems

Automated pre-flight information systems providing self-briefing facilities shall provide for access by operators and flight crew members to consultation, as necessary, with an aerodrome meteorological office by telephone or other suitable telecommunications means.

5.2 Detailed specifications of the systems

Automated pre-flight information systems for the supply of meteorological information for self-briefing, pre-flight planning and flight documentation shall:

- a) provide for the continuous and timely updating of the system database and monitoring of the validity and integrity of the meteorological information stored;
- b) permit access to the system by operators and flight crew members and also by other aeronautical users concerned through suitable telecommunications means;
- c) use access and interrogation procedures based on abbreviated plain language and, as appropriate, ICAO location indicators, and aeronautical meteorological code data-type designators prescribed by WMO, or based on a menu-driven user interface, or other appropriate mechanisms as agreed between the Aeronautical Meteorological Service Provider and the operators concerned; and
- d) provide for rapid response to a user request for information.

6. Specifications Related to Information for Aircraft in Flight

6.1 Supply of information requested by an aircraft in flight

If an aircraft in flight requests meteorological information, the aerodrome meteorological office or meteorological watch office which receives the request shall arrange to supply the information with the assistance, if necessary, of another aerodrome meteorological office or meteorological watch office.

6.2 Information for in-flight planning by the operator

Meteorological information for planning by the operator for aircraft in flight shall be supplied during the period of the flight and shall normally consist of any or all of the following:

- a) METAR and SPECI (including trend forecasts as issued in accordance with regional air navigation agreement);
- b) TAF and amended TAF;
- c) SIGMET information and special air-reports relevant to the flight, unless the latter have been the subject of a SIGMET message;
- d) upper wind and upper-air temperature information;
- e) volcanic ash advisory information relevant to the flight; and

f) other meteorological information in alphanumeric or graphical form as agreed between the Aeronautical Meteorological Service Provider and the operator concerned.

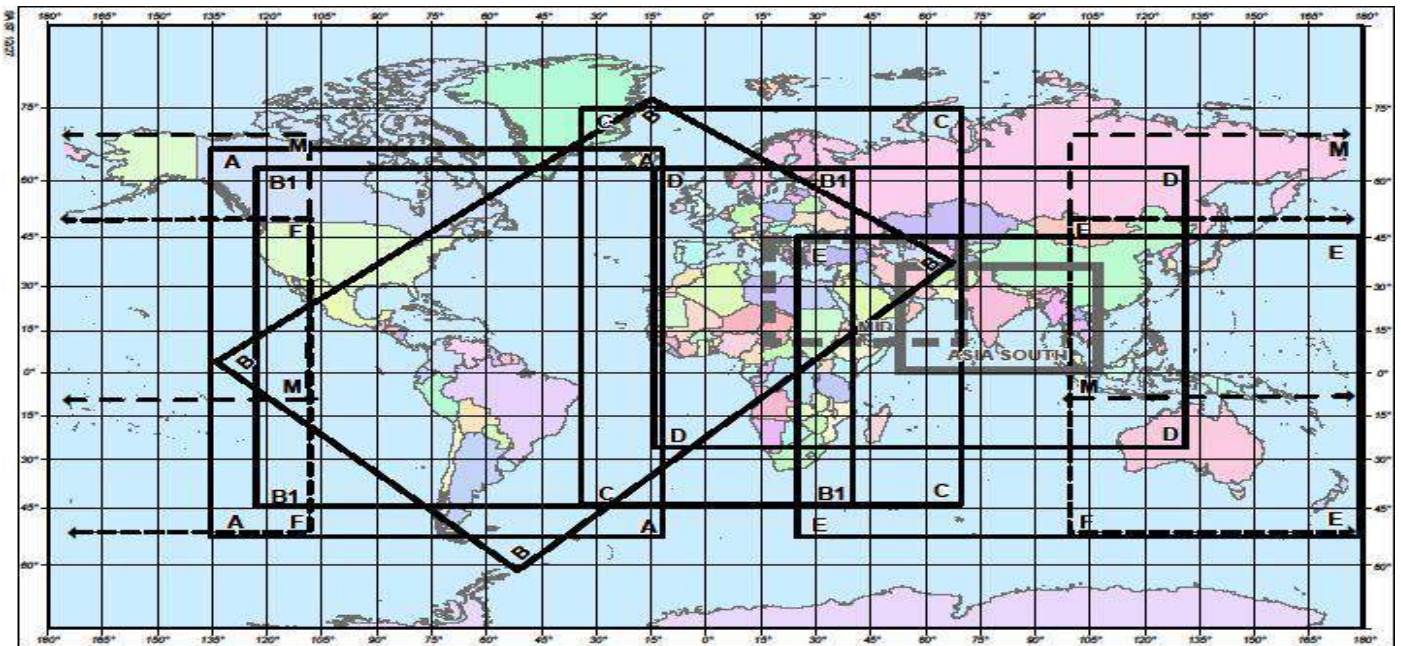


CHART	LATITUDE	LONGITUDE	CHART	LATITUDE	LONGITUDE
A	N6700	W13724	D	N6300	W01500
A	N6700	W01236	D	N6300	E13200
A	S5400	W01236	D	S2700	E13200
A	S5400	W13724	D	S2700	W01500
ASIA	N3600	E05300	E	N4455	E02446
ASIA	N3600	E10800	E	N4455	E18000
ASIA	0000	E10800	E	S5355	E18000
ASIA	0000	E05300	E	S5355	E02446
B	N0304	W13557	F	N5000	E10000
B	N7644	W01545	F	N5000	W11000
B	N3707	E06732	F	S5242	W11000
B	S6217	W05240	F	S5242	E10000
B1	N6242	W12500	M	N7000	E10000
B1	N6242	E04000	M	N7000	W11000
B1	S4530	E04000	M	S1000	W11000
B1	S4530	W12500	M	S1000	E10000
C	N7500	W03500	MID	N4400	E01700
C	N7500	E07000	MID	N4400	E07000
C	S4500	E07000	MID	N1000	E07000
C	S4500	W03500	MID	N1000	E01700

Figure 9-1. Fixed areas of coverage of WAFS forecasts in chart form — Mercator projection

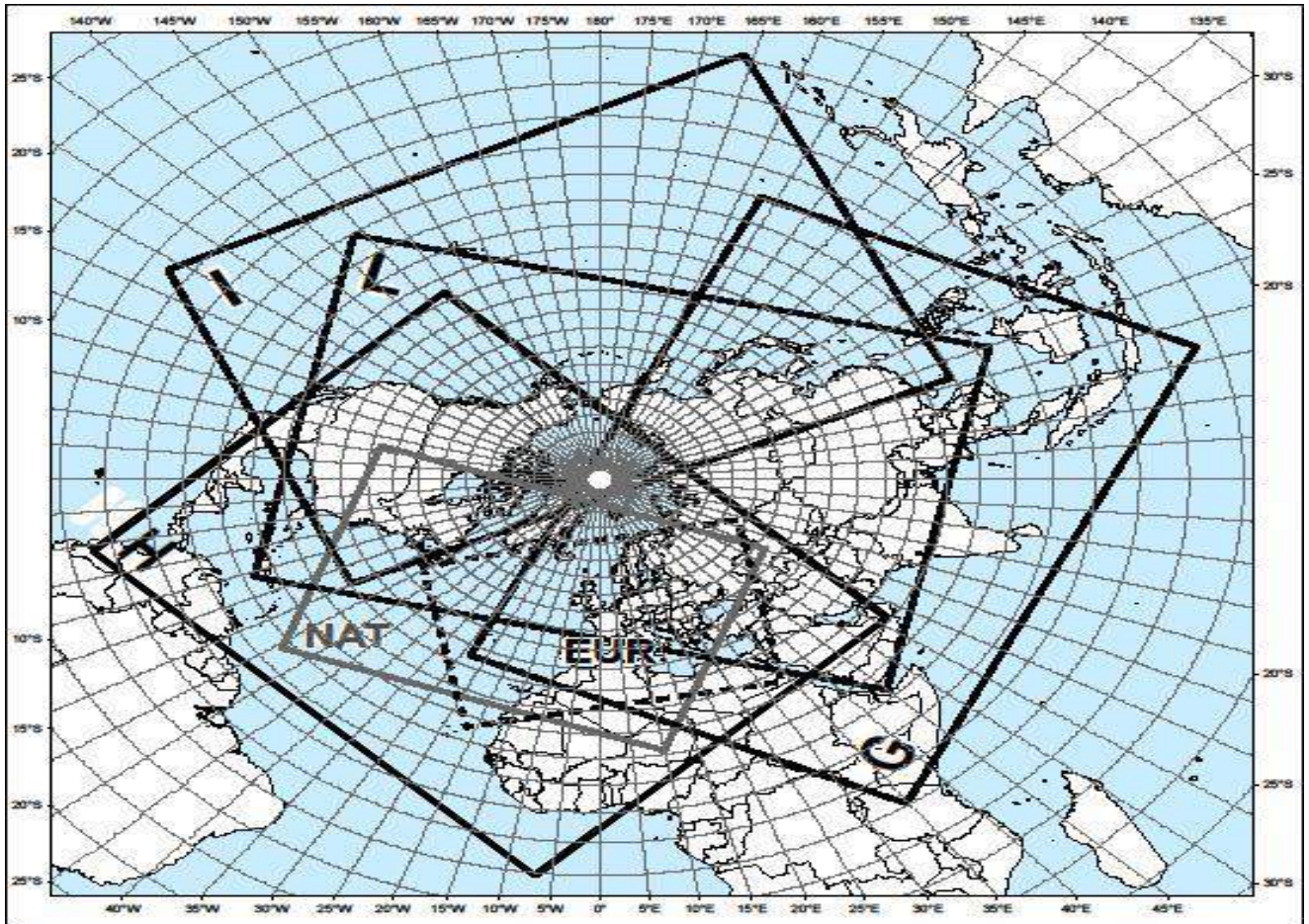


CHART	LATITUDE	LONGITUDE	CHART	LATITUDE	LONGITUDE
EUR	N4633	W05634	I	N1912	E11130
EUR	N5842	E06824	I	N3330	W06012
EUR	N2621	E03325	I	N0126	W12327
EUR	N2123	W02136	I	S0647	E16601
G	N3552	W02822	L	N1205	E11449
G	N1341	E15711	L	N1518	E04500
G	S0916	E10651	L	N2020	W06900
G	S0048	E03447	L	N1413	W14338
H	N3127	W14836	NAT	N4439	W10143
H	N2411	E05645	NAT	N5042	E06017
H	S0127	W00651	NAT	N1938	E00957
H	N0133	W07902	NAT	N1711	W05406

Figure 9-2 Fixed areas of coverage of WAFS forecasts in chart form — Polar stereographic projection (northern hemisphere)

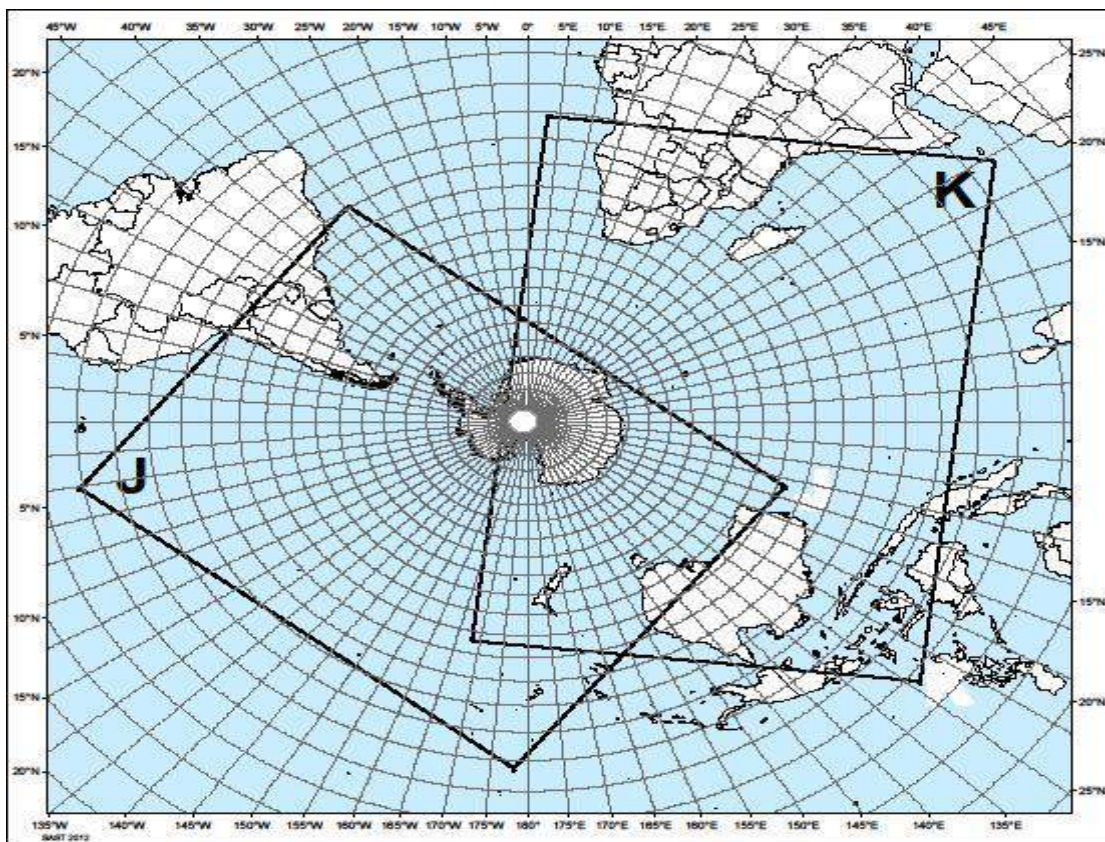


CHART	LATITUDE	LONGITUDE
J	S0318	W17812
J	N0037	W10032
J	S2000	W03400
J	S2806	E10717
K	N1255	E05549
K	N0642	E12905
K	S2744	W16841
K	S1105	E00317

Figure 9-3. Fixed areas of coverage of WAFS forecasts in chart form — Polar stereographic projection (southern hemisphere)

IS 10 TECHNICAL SPECIFICATIONS RELATED TO INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES

1. Information to Be Provided For Air Traffic Services Units

1.1 List of information for the aerodrome control tower

The following meteorological information shall be supplied, as necessary, to an aerodrome control tower by its associated aerodrome meteorological office:

- a) local routine reports, local special reports, METAR, SPECI, TAF, trend forecasts and amendments thereto, for the aerodrome concerned;
- b) SIGMET information, wind shear warnings and alerts and aerodrome warnings;
- c) any additional meteorological information agreed upon locally, such as forecasts of surface wind for the determination of possible runway changes;
- d) information received on volcanic ash cloud, for which a SIGMET has not already been issued, as agreed between the meteorological and ATS authorities concerned; and
- e) information received on pre-eruption volcanic activity and/or a volcanic eruption as agreed between the meteorological and ATS authorities concerned.

1.2 List of information for the approach control unit

The following meteorological information shall be supplied, as necessary, to an approach control unit by its associated aerodrome meteorological office:

- a) local routine reports, local special reports, METAR, SPECI, TAF, trend forecasts and amendments thereto, for the aerodrome(s) with which the approach control unit is concerned;
- b) SIGMET information, wind shear warnings and alerts and appropriate special air-reports for the airspace with which the approach control unit is concerned and aerodrome warnings;
- c) any additional meteorological information agreed upon locally;
- d) information received on volcanic ash cloud, for which a SIGMET has not already been issued, as agreed between the meteorological and ATS authorities concerned; and
- e) information received on pre-eruption volcanic activity and/or a volcanic eruption as agreed between the meteorological and ATS authorities concerned.

1.3 List of information for the area control centre and flight information centre

The following meteorological information shall be supplied, as necessary, to an area control centre or a flight information centre by its associated meteorological watch office:

- a) METAR and SPECI, including current pressure data for aerodromes and other locations, TAF and trend forecasts and amendments thereto, covering the flight information region (FIR) or the control area (CTA) and, if required by the flight information centre (FIC) or area control centre (ACC), covering aerodromes in neighbouring FIRs, as determined by regional air navigation agreement;
- b) forecasts of upper winds, upper-air temperatures and significant en-route weather phenomena and amendments thereto, particularly those which are likely to make operation under visual

flight rules impracticable, SIGMET information and appropriate special air-reports for the FIR or CTA and, if determined by regional air navigation agreement and required by the FIC or ACC, for neighbouring FIRs;

- c) any other meteorological information required by the FIC or ACC to meet requests from aircraft in flight; if the information requested is not available in the associated meteorological watch office (MWO), that office shall request the assistance of another meteorological office in supplying it;
- d) information received on volcanic ash cloud, for which a SIGMET has not already been issued, as agreed between the meteorological and ATS authorities concerned;
- e) information received concerning the release of radioactive material into the atmosphere, as agreed between the meteorological and ATS authorities concerned;
- f) volcanic ash advisory information issued by a volcanic ash advisory centre in its area of responsibility; and
- g) information received on pre-eruption volcanic activity and/or a volcanic eruption as agreed between the meteorological and ATS authorities concerned.

1.4 Supply of information to aeronautical telecommunications stations

Where necessary for flight information purposes, current meteorological reports and forecasts shall be supplied to designated aeronautical telecommunication stations. A copy of such information shall be forwarded, if required, to the FIC or ACC.

1.5 Format of information

1.5.1 Local routine reports, local special reports, METAR, SPECI, TAF, trend forecasts, SIGMET information, upper wind and upper-air temperature forecasts and amendments thereto shall be supplied to air traffic services units in the form in which they are prepared, disseminated to other aerodrome meteorological offices or MWOs, or received from other aerodrome meteorological offices or MWOs, unless otherwise agreed locally.

1.5.2 When computer-processed upper-air data for grid points are made available to air traffic services units in digital form for use by air traffic services computers, the contents, format and transmission arrangements shall be as agreed between the Aeronautical Meteorological Service Provider and the air traffic service provider. The data shall normally be supplied as soon as is practicable after the processing of the forecasts has been completed.

2. Information to be provided for Search and Rescue Services Units

2.1 List of information

Information to be supplied to rescue coordination centres shall include the meteorological conditions that existed in the last known position of a missing aircraft and along the intended route of that aircraft with particular reference to:

- a) significant en-route weather phenomena;
- b) cloud amount and type, particularly cumulonimbus; height indications of bases and tops;
- c) visibility and phenomena reducing visibility;
- d) surface wind and upper wind;
- e) state of ground, in particular, any snow cover or flooding;

- f) sea-surface temperature, state of the sea, ice cover if any and ocean currents, if relevant to the search area; and
- g) sea-level pressure data.

2.2 Information to be provided on request

- 2.2.1** On request from the rescue coordination centre, the designated aerodrome meteorological office or MWO shall arrange to obtain details of the flight documentation which was supplied to the missing aircraft, together with any amendments to the forecast which were transmitted to the aircraft in flight.
- 2.2.2** To facilitate search and rescue operations, the designated aerodrome meteorological office or MWO shall, on request, supply:
 - a) complete and detailed information on the current and forecast meteorological conditions in the search area; and
 - b) current and forecast conditions en route, covering flights by search aircraft from and returning to the aerodrome from which the search is being conducted.
- 2.2.3** On request from the rescue coordination centre, the designated aerodrome meteorological office or MWO shall supply or arrange for the supply of meteorological information required by ships undertaking search and rescue operations.

3. Information to Be Provided for Aeronautical Information Services Units

3.1 List of information

The following information shall be supplied, as necessary, to an aeronautical information services unit:

- a) information on meteorological service for air navigation, intended for inclusion in the aeronautical information publication(s) concerned;
- b) information necessary for the preparation of NOTAM or ASHTAM including, in particular, information on:
 - 1) the establishment, withdrawal and significant changes in operation of aeronautical meteorological services. This information is required to be provided to the aeronautical information services unit sufficiently in advance of the effective date to permit issuance of NOTAM in compliance with SLCAR Part 15, 6.3.2.2 and 6.3.2.3;
 - 2) the occurrence of volcanic activity; and
 - 3) release of radioactive materials into the atmosphere, as agreed between the meteorological and appropriate civil aviation authorities concerned; and
- c) information necessary for the preparation of aeronautical information circulars including, in particular, information on:
 - 1) expected important changes in aeronautical meteorological procedures, services and facilities provided; and
 - 2) effect of certain weather phenomena on aircraft operations.

IS 11 TECHNICAL SPECIFICATIONS RELATED TO REQUIREMENTS FOR AND USE OF COMMUNICATIONS

1. Specific Requirements for Communications

1.1 Required transit times of meteorological information

AFTN messages and bulletins containing operational meteorological information shall achieve transit times of less than 5 minutes, unless otherwise determined to be lower by regional air navigation agreement.

1.2 Grid point data for ATS and operators

1.2.1 When upper-air data for grid points in digital form are made available for use by air traffic services computers, the transmission arrangements shall be as agreed between the Aeronautical Meteorological Service Provider and the appropriate ATS authority.

1.2.2 When upper-air data for grid points in digital form are made available to operators for flight planning by computer, the transmission arrangements shall be as agreed between the world area forecast centre concerned, the Aeronautical Meteorological Service Provider and the operators concerned.

2. Use of Aeronautical Fixed Service Communications and the Public Internet

2.1 Meteorological bulletins in alphanumeric format

2.1.1 Composition of bulletins

Whenever possible, exchanges of operational meteorological information shall be made in consolidated bulletins of the same types of meteorological information.

2.1.2 Filing times of bulletins

Meteorological bulletins required for scheduled transmissions shall be filed regularly and at the prescribed scheduled times. METAR shall be filed for transmission not later than 5 minutes after the actual time of observation. TAF shall be filed for transmission not earlier than one hour prior to the beginning of their validity period.

2.1.3 Heading of bulletins

Meteorological bulletins containing operational meteorological information to be transmitted via the aeronautical fixed service or the public Internet shall contain a heading consisting of:

- a) an identifier of four letters and two figures;
- b) the ICAO four-letter location indicator corresponding to the geographical location of the meteorological office originating or compiling the meteorological bulletin;
- c) a day-time group; and
- d) if required, a three-letter indicator.

2.1.4 Structure of bulletins

Meteorological bulletins containing operational meteorological information to be transmitted via the AFTN shall be encapsulated in the text part of the AFTN message format.

2. Use of Aeronautical Mobile Service Communications

2.1 Content and format of meteorological messages

2.1.1 The content and format of reports, forecasts and SIGMET information transmitted to aircraft shall be consistent with the provisions of Chapters 4, 6 and 7 of this regulation.

2.1.2 The content and format of air-reports transmitted by aircraft shall be consistent with the provisions of 5. of this regulation and the Procedures for Air Navigation Services — Air Traffic Management Appendix 9

2.2 Content and format of meteorological bulletins

The substance of a meteorological bulletin transmitted via the aeronautical mobile service shall remain unchanged from that contained in the bulletin as originated.

3. Use of Aeronautical Data Link Service — D-VOLMET

3.1 Detailed content of meteorological information available for D-VOLMET

3.1.1 The aerodromes for which METAR, SPECI and TAF are to be available for uplink to aircraft in flight shall be determined by regional air navigation agreement.

3.1.2 The flight information regions (FIRs) for which SIGMET messages are to be available for uplink to aircraft in flight shall be determined by regional air navigation agreement.

3.2 Criteria related to information to be available for D-VOLMET

3.2.1 The latest available METAR, SPECI and TAF, and valid SIGMET shall be used for uplink to aircraft in flight.

3.2.2 TAF included in the D-VOLMET shall be amended as necessary to ensure that a forecast, when made available for uplink to aircraft in flight, reflects the latest opinion of the aerodrome meteorological office concerned.

3.2.3 If no SIGMET message is valid for an FIR, an indication of “NIL SIGMET” shall be included in the D-VOLMET.

4.3 Format of information to be available for D-VOLMET

The content and format of reports, forecasts and SIGMET information included in D-VOLMET shall be consistent with the provisions of chapters 4, 6 and 7 of this regulation.

5. Use of Aeronautical Broadcasting Service — VOLMET BROADCASTS

5.1 Detailed content of meteorological information to be included in VOLMET broadcasts

5.1.1 The aerodromes for which METAR, SPECI and TAF are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time shall be determined by regional air navigation agreement.

5.1.2 The FIRs for which SIGMET messages are to be included in scheduled VOLMET broadcasts shall be determined by regional air navigation agreement. Where this is done, the SIGMET message shall be transmitted at the beginning of the broadcast or of a five-minute time block.

5.2 Criteria related to information to be included in VOLMET broadcasts

5.2.1 When a report has not arrived from an aerodrome in time for a broadcast, the latest available report shall be included in the broadcast, together with the time of observation.

- 5.2.2** TAF included in scheduled VOLMET broadcasts shall be amended as necessary to ensure that a forecast, when transmitted, reflects the latest opinion of the aerodrome meteorological office concerned.
- 5.2.3** Where SIGMET messages are included in scheduled VOLMET broadcasts, an indication of “NIL SIGMET” shall be transmitted if no SIGMET message is valid for the FIRs concerned.
- 5.3** **Format of information to be included in VOLMET broadcasts**
- 5.3.1** The content and format of reports, forecasts and SIGMET information included in VOLMET broadcasts shall be consistent with the provisions of Chapters 4, 6 and 7 of this regulation.
- 5.3.2** VOLMET broadcasts shall use standard radiotelephony phraseologies.