



**Civil Aviation Authority**

# **CAR-174**

## **Civil Aviation Regulation**

### **Aviation Meteorological Service Organizations — Certification**

**Effective 22 July 2024**

**Approved by: H.E.Eng. Naif Ali Hamed Al-Abri**

**President of CAA**

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## Corrigendum of Amendments

Amend ment No.	Applicability date	Subject(s)
01	October 2018	This CAR has been fully amended including additional sections applicable to
		Aviation Meteorological Service Organizations - Certification.
		All users are required to read completely.
02	January 2020	CAR-174.650 and 174.655 inserted – Transition period and Exemptions
03	November 2021	Re-issue of the regulation to allow for the publication of Associated Technical Standards in CAP-174, the incorporation of Amendments 79 and 80 of ICAO Annex 3 – Meteorological Services for International Air Navigation State letters have been included.
04	June 2023	<ol style="list-style-type: none"> <li>1. Foreword: Reword CAA-DGCAR as the Authority;</li> <li>2. Establishment of Authority changed as per Foreword;</li> <li>3. CAR 174.0065 Transitional Period extended 1 February 2025</li> <li>4. Inclusion CAR 174.0070 Safety Inspections and Audits</li> <li>5. Inclusion CAR 174.0075 Resolution of Safety Issues</li> <li>6. Inclusion CAR 174.0080 Suspension and Revocation of Certification</li> <li>7. Inclusion CAR 174.0085 Enforcement Actions</li> <li>8. Inclusion APPENDIX 1. Flight documentation — model charts and forms</li> <li>9. Inclusion APPENDIX 2. Technical specifications related to global systems,</li> <li>10. Inclusion APPENDIX 3. Technical specifications related to meteorological</li> <li>11. Inclusion APPENDIX 4. Technical specifications related to aircraft observations and reports</li> <li>12. Inclusion APPENDIX 5. Technical specifications related to forecasts</li> <li>13. Inclusion APPENDIX 6. Technical specifications related to SIGMET and AIRMET information,</li> <li>14. Inclusion APPENDIX 7. Technical specifications related to aeronautical climatological information</li> <li>15. Inclusion APPENDIX 8. Technical specifications related to service for operators and flight crew members</li> <li>16. Inclusion APPENDIX 9. Technical specifications related to information for ATS,</li> <li>17. Inclusion APPENDIX 10. Technical specifications related to requirements for and use of communications</li> <li>18. Inclusion ATTACHMENTS</li> <li>19. Inclusion ATTACHMENT A. Operationally desirable accuracy of measurement or observation</li> <li>20. Inclusion ATTACHMENT B. Operationally desirable accuracy of forecasts</li> <li>21. Inclusion ATTACHMENT C. Selected criteria applicable to aerodrome reports</li> <li>22. Inclusion ATTACHMENT D. Conversion of instrumented readings into runway visual range and visibility</li> <li>23. Inclusion ATTACHMENT E. Spatial ranges and resolutions for space weather advisory information</li> </ol>

5	July 2024	<p>Incorporation of Amendment 81 of ICAO Annex 3 – Meteorological Services:</p> <ol style="list-style-type: none"><li>1. Logo Change</li><li>2. CAR 174.0003: Entry into Force Alignment with Amendment 81 of the ICAO Annex 3.</li><li>3. CAR 174.3005 Supply, Use and Interpretation of Meteorological Information</li></ol>
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## FOREWORD

- 1) The Civil Aviation Requirements for Civil Aviation Regulation Procedures have been issued by the Civil Aviation Authority of Oman – DGCA (hereinafter referred to as “the AUTHORITY”) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- 2) This CAR has been modelled upon similar regulations implemented by other member states and includes the subject matter endorsed within ICAO Annex 3 – Meteorological Services for International Air Navigation
- 3) CAR-174 prescribes the requirements for:
  - (a) The establishing, implementation, and maintaining an Aviation Meteorological Service Organization in the flight information region of Oman
  - (b) Punitive actions can and will be enforced by the Authority against recognized actions of non-compliance.
- 4) The following standards have been basis for CAR-174:
  - (1) Sultanate of Oman Civil Aviation Law.
  - (2) ICAO Annex 3
  - (3) ICAO Annex 19, Safety Management
  - (4) other ICAO related documents
- 5) Amendments to the text in CAR-174 in revised editions are issued as a complete amendment of pages contained within.
- 6) The editing practices used in this document are as follows:
  - (a) ‘Shall’ is used to indicate a mandatory requirement and may appear in CARs.
  - (b) ‘Should’ is used to indicate a recommendation
  - (c) ‘May’ is used to indicate discretion by the Authority, or the industry as appropriate.
  - (d) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the Authority.
- 7) Supporting documentation for this regulation may be found in CAP-174 which has been issued in association with this regulation.
- 8) Regulations with numerals within brackets provides the previous regulation number.
- 9) The new numbering system employed within this regulation corresponds to the applicable numbering used within CAP-174.
- 10) Footnotes throughout this CAR are referring to the ICAO Annex 3 or ICAO published documents.

Note: The use of the male gender implies the female gender and vice versa

## SECTION-0 – GENERAL

### CAR 174.0001 Applicability

CAR-174 prescribes the requirements applicable to:

- (1) The establishing, implementation, and maintaining an Aviation Meteorological Service Provider;
- (2) The provisions of this regulation with respect to meteorological information are subject to the understanding that the obligation of an Aviation Meteorological Service Provider is for the supply of meteorological information.
- (3) Where the requirement for a user to obtain meteorological information is stipulated in other regulations, the responsibility for the use made of meteorological information is that of the user and is not defined in this regulation.
- (4) The objective of meteorological services for international air navigation shall be to contribute towards the safety, regularity and efficiency of international air navigation

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 international air navigation, with the meteorological information necessary for the performance of their respective functions.

### CAR 174.0003 Entry into Force

This CAR shall come into force on its date of publication and shall become applicable on November 28, 2024, meteorology air navigation service provider shall comply with the requirements of this CAR for carrying out the operation and maintenance of meteorological facilities, except for CAR-174.0035 related to the requirement for certification of an aviation meteorological service provider, which shall apply from February 1, 2025.

### CAR 174.0005 Establishment of Authority

- (1) The Civil Aviation Requirements for Civil Aviation Regulation Enforcement Procedures have been issued by the Civil Aviation Authority of Oman – DGCA (hereinafter referred to as “the AUTHORITY”) under the provisions of the Civil Aviation Law of the Sultanate of Oman and this regulation, the requirements for provision of Aviation Meteorological Services to be provide to meet the requirements of Article 28 of the Convention on International Civil Aviation.
- (2) When it has been determined that meteorological services will be provided, the Authority shall:
  - (a) designate the service provider(s) responsible for providing such services.
  - (b) publish information on the location and type of meteorological services provided

### CAR 174.0010 Issue of Civil Aviation Publications (CAP)

- (1) The Authority may issue a Civil Aviation Publication (CAP) for this Regulation.
- (2) A Civil Aviation Publication is a regulatory instrument that prescribes the detailed technical material (Aviation Safety Standard) that is determined to be necessary for air navigation.
- (3) Deviation from the Standards prescribed in the Civil Aviation Publication requires authorization from the Authority.
- (4) The Authority may authorize deviations from the Standards prescribed in the Civil Aviation Publication, subject to such other conditions it may impose.

**AMC CAR 174.0010 Alternative Compliance Requirements**

- (1) Where Aviation Meteorological service provider is unable to comply with any provision contained in the Civil Aviation Publication Safety Standards, Aviation Meteorological service providers shall:
  - (a) Inform the Authority in writing.
  - (b) explain the basis for its noncompliance and propose alternative steps to ensure that an equivalent level of safety is established or justification as to why a Standard may not be implemented.
- (2) Where the Authority has authorized a deviation, the Aviation Meteorological service provider shall record the deviation in the Aviation Meteorological Service Provider's organization operation Manual along with details of and rationale or alternative steps, and any limitations or conditions imposed by the Authority.

**CAR 174.0015 Exemptions <sup>(655)</sup>**

- (1) The Authority may grant a temporary exemption from the provisions of CAR-174, as outlined under CAR-10, provided the exemption will not reduce the level of safety below an acceptable level.
- (2) The Authority may impose conditions or restrictions on the exemption, and may also require a service provider proposal for an alternate means of compliance and/or a safety case and associated functional hazard analysis that supports the granting of the exemption.

**CAR 174.0020 Aviation Meteorology Service Provider**

- (1) The Aviation Meteorological Service Provider, as designated by CAR-174.0025 may consist of an entity that provides:
  - (a) Administrative functions for the organization and management of the Meteorological Service Provider, and
  - (b) Service Providers functions that provides, supplies, makes available or issues aviation meteorological information to users, necessary for the performance of their respective functions related to the safety, regularity and efficiency of air navigation.
- (2) For the purpose of this regulation the Term "Aviation Meteorological Service Provider" is used throughout and a Certified Aviation Meteorological Service Provider shall have the ability to provide the administrative and service provision functions to maintain a certificate issued under this Regulation.

**GM CAR 175.0020 Aviation Meteorological Service Provider**

- (1) Within International Civil Aviation Organization (ICAO) terminology, the term Meteorological Authority has a specific meaning. ICAO Annex 3, Meteorological Service for International Air Navigation, defines the term as 'providing or arranging for the provision of the Meteorological Service for international air navigation on behalf of a Contracting State.'
- (2) To avoid confusion between the Regulatory Authority and the ICAO term of Meteorological Authority, within Oman the term "Meteorological Authority" is not used. The term "Aviation Meteorological Service Provider" is used to identify the entity that is responsible for the arrangement and provision of meteorological services to meet the obligations of the



Sultanate as per Article 28 of the Chicago Convention and such entity is designated in the Oman AIP Gen-3.5.

- (3) The following terms are used throughout this publication with specific meaning:
- (a) Authority – the entity that regulates provision of aeronautical meteorological services to ensure that it meets the needs of users.
  - (b) Service Provider – the entity that provides the service(s) specified.

#### **CAR 174.0025 Designation of Meteorological Service Provider<sup>2</sup>**

- (1) The Authority shall designate Aviation Meteorological Service Provider(s) to provide or to arrange for the provision of meteorological service for international air navigation on behalf of the Sultanate of Oman.
- (2) Meteorological service providers who are designated to provide or to arrange for the provision of meteorological service for air navigation shall be included in the Oman Aeronautical Information Publication (AIP), in accordance with CAR-175.
- (3) A Meteorological Service Provider who's base of operation is registered in Oman shall be required to obtain a certificate as per CAR-174.0035

#### **CAR 174.0035 Requirement for an Aviation Meteorological Service Provider Certificate<sup>(505)</sup>**

Except when providing meteorological observations as part of an Air Traffic or Aerodrome Flight Information Service, no person shall provide an Aviation Meteorological Service except under the authority of, and in accordance with the provisions of, an Aviation Meteorological Service Provider certificate issued under this Regulation.

#### **GM CAR 174.0035 Requirement for an Aviation Meteorological Service Provider Certificate**

- (1) An Aviation Meteorological service may be provided through different meteorological offices and an Aviation Meteorological Service provider may provide one or more different types of services as per their certificate.
- (2) ICAO classifies meteorological offices according to their function:
  - (a) World Area Forecast Centre (WAFC): A MET center designated by ICAO to prepare and issue global forecasts in digital grid point form for all required levels and in a standard format, to meet the needs of meteorological authorities and other users
  - (b) Meteorological Watch Office (MWO): An office specially designated to maintain a watch over Met conditions affecting flight operations within its area of responsibility and to prepare and disseminate SIGMET information as necessary.
  - (c) Meteorological Office: A MET office designated to provide Met services for international air navigation
  - (d) Aeronautical Meteorological Stations: MET Stations responsible for making routine observations at fixed times, supplemented by special reports whenever specified changes occur

**CAR 174.0036 Meteorological Information and Observations provided from a control Tower or Aerodrome Flight Information Services**

At Aerodromes without a meteorological office, an Air Traffic or Aerodrome Flight Information Service may provide meteorological information and observations without the requirement to obtain a Meteorological Service Provider Certificate, provided the meteorological stations used to supply such information, comply with these regulations.

**CAR 174.0040 Application for Certificate**

Each applicant for the grant of an Aviation Meteorology Service Provider certificate shall complete the appropriate form and submit it to the Authority with:

- (1) The operation Manual required by CAR-174.1030; and
- (2) A payment of the appropriate application fee prescribed by regulations.

**CAR 174.0045 Issue of Certificate <sup>(520)</sup>**

An applicant may be entitled to an Aviation Meteorological Service Provider certificate if the Authority is satisfied that:

- (1) The applicant meets the requirements of Certification Requirements; and
- (2) The applicant, and the applicant's senior person or persons required by CAR-174.1015 paragraphs (a)(1) and (2) are acceptable to the authority; and
- (3) The granting of the certificate is not contrary to the interests of aviation safety.

**CAR 174.0050 Privileges of Certificate Holder <sup>(525)</sup>**

- (1) An Aviation Meteorological Service Provider certificate specifies the types of facilities that the certificate holder is authorized to operate.
- (2) Subject to CAR-174.1515, the holder of an Aviation Meteorological Service Provider certificate may provide the meteorological services listed on the holder's certificate provided that each meteorological service, and the meteorological information supplied for each meteorological service, and the location and airspace covered by each meteorological service is listed in the certificate holder's operation Manual.

**CAR 174.0055 Duration of Certificate <sup>(530)</sup>**

- (1) An Aviation Meteorological Service Provider certificate is valid for a period of three (3) years, after which it can be renewed.
- (2) An Aviation Meteorological Service Provider certificate remains in force until it expires or is suspended or revoked.
- (3) The holder of an Aviation Meteorological Service Provider certificate that expires or is revoked shall forthwith surrender the certificate to the Authority.
- (4) The holder of an Aviation Meteorological Service Provider certificate that is suspended, shall forthwith produce the certificate to the Authority for appropriate endorsement.

**CAR 174.0060 Renewal of Certificate**

An application for renewal of an Aviation Meteorological Service Provider Certificate shall be submitted to the Authority before the application renewal date specified on the certificate or, if no such date is specified, not less than thirty (30) days before the certificate expires.

**CAR 174.0065 Transitional Period**

- (1) The provision in this CAR shall be fulfilled by **01 February 2025**.
- (2) Service providers that fail to meet the certification compliance requirements in accordance with the provisions of CAR-174.0035 shall provide alternative means of compliance with this regulation in the conducting of their operational activities, subject to the approval and provisions granted by the Authority.

**CAR 174.0070 Safety Inspections and Audits <sup>(645)</sup>**

- (1) The Authority may:
  - (a) consider the requirements for the Aviation Meteorological Service Provider to be subject to the exercise of their certification, oversight and enforcement tasks.
  - (b) require the holder of a meteorological service certificate to be subject to inspections and audits of the holder's meteorological offices, facilities, documents, and records as the Authority considers necessary in the interests of civil aviation safety and security in accordance with the Law.
  - (c) conduct inspections and audits with or without notification to the Aviation Meteorological Service Provider.
  - (d) require from the holder of a meteorological service certificate such information as the Authority considers relevant to the inspection or audit.

**CAR 174.0075 Resolution of Safety Issues**

- (a) When objective evidence is found showing regulatory non-compliance by the holder of an air traffic services certificate, the finding shall be classified as follows:
  - (1) a level one finding is any significant non-compliance which reduces the level of safety.
  - (2) a level two finding is any non-compliance that does not result in an immediate risk to safety.
  - (3) a level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance. These are considered as observations only and will not impact a certificate.
- (b) After a certificate holder receives notification of a finding:
  - (1) a level one finding must be rectified immediately or within the timescale specified by the AUTHORITY.
  - (2) a level two finding shall be addressed in a corrective action plan with a resolution period specified by the AUTHORITY and shall be appropriate to the nature of the finding, but in any circumstance shall not be more than ninety (90) days. In certain circumstances, the AUTHORITY may extend the ninety (90) day period subject to justification that is acceptable to the AUTHORITY.
  - (3) the certificate holder's corrective action plan shall:
    - i. be submitted by the date specified by the AUTHORITY;
    - ii. identify the root cause of the non-compliance;
    - iii. indicate the person, position, department or entity responsible for the corrective action;
    - iv. indicate the corrective action required including any multiple steps; and
    - v. be acceptable to the AUTHORITY.

- (c) (c) Upon the completion and/or implementation of a corrective action, the ATS provider shall notify the AUTHORITY and provide evidence of its resolution.
- (d) (d) In the event of level one or level two findings, the certificate may be subject to revocation or a partial or full suspension or restriction.

#### **CAR 174.0080 Suspension and Revocation of Certification**

- (a) The AUTHORITY may state, that a certificate is suspended if the AUTHORITY reasonably considers that not suspending the certificate would be likely to have an adverse effect on the safety of air navigation.
- (b) Suspension of Meteorology provider certificate may be imposed if:
  - (1) the service provider does not comply with the requirements stated in the certificate;
  - (2) the service provider failed to perform the corrective action plan stated in the certificate in the exact period of time if so stated; and
  - (3) The investigation, in case of an accident, proves that it was caused by deficiencies in the MET information provided by the MET Service Provider.
- (c) When a suspension is imposed, the AUTHORITY will state the reasons for such action and furnish them to the service provider.
- (d) The service provider may appeal against such notice within thirty (30) days of receipt.
- (e) The service provider shall furnish to the AUTHORITY any documents, records, or other pertinent information supporting the appeal.
- (f) The AUTHORITY may confirm, modify, or set aside the proposed suspension based on the appeal.
- (g) The AUTHORITY may permanently revoke Meteorology Service provider certificate as a subsequent procedure to suspension if:
  - (1) The Service provider carries out an action in violation of the Civil Aviation Law or the regulation;
  - (2) It is verified that the certificate holder will not be able to remedy non-compliant areas; or
  - (3) The certificate holder stops providing the air traffic service concerned without a convincing argument.
- (h) The revoked certificate cannot be renewed; it has to be reissued not less than one year after the revocation date.
- (i) The amendment as referred in paragraphs (b) and (g) shall take effect at the time the decision is made.

#### **CAR 174.0085 Enforcement Actions**

The Authority may pursue one or more enforcement actions upon recognizing or identifying a contravention. This following is a list of enforcement actions in degree of severity which the Authority may pursue in the event of a contravention:

- (a) **Verbal warning.** The Director of Legal Department or a designated inspector acting on his behalf may verbally caution an individual or a designated person within an entity regarding a contravention. Such verbal warnings must accurately state the contravention, provide a legal basis for the contravention, and inform the cautioned party regarding which further enforcement actions are available to the Authority in the event of further non-compliance.

**(b) Formal written warning.** The Director of Legal Department or a designated inspector acting on his behalf may issue a written notice to an individual or a designated person within an entity stating that the Authority believes that a contravention has occurred. Such written warnings must accurately state the contravention, provide a legal basis for the contravention, and inform the cautioned party regarding which further enforcement actions are available to the Authority in the event of further non-compliance.

**(c) Monetary fine.** Any fine shall be levied via the serving of an Aviation Infringement Notice (AIN) up to the maximum amount stated in the enforcement provision in each regulation in accordance with CAR-12.115. Non-payment of fines may be pursued through the appropriate court, with the cost of court action to be borne by the party receiving the AIN.

**(d) Variation of authorisation.** The Authority may determine that the contravention warrants the restriction of the person or entity from engaging in certain types of activity previously granted in the authorisation. If the Authority chooses to issue a variation, the notice to the person or entity must specify if the variation is temporary or not, and if so, the expiry of the variation. In addition, the notice must specify the factual basis for why the variation is appropriate.

**(e) Suspension of authorisation.** The Authority may determine that the contravention warrants the suspension of the authorisation. If the Authority chooses to issue a suspension, the notice to the person or entity must specify the period of time for which the suspension will be effective as well as the factual basis for why the suspension is appropriate.

**(f) Revocation of authorisation.** The Authority may determine that the contravention warrants the revocation of the authorisation. If the Authority chooses to issue a revocation, the notice to the person or entity must specify the factual basis for why the variation is appropriate.

**(g) Referral to Public Prosecution of Sultanate of Oman.** If the Authority determines that there is a likelihood that a criminal offence has been committed, the Authority may refer the case to the Public Prosecution Office. If the Authority chooses to refer the case, then the normal criminal procedures for courts in the Sultanate of Oman shall apply. Note: Actions (d) to (f) only apply to authorisation holders whilst actions (a) to (g) apply to both authorisation holders and non-authorisation holders (i.e. a member of the public).

## SECTION-1 – REQUIREMENTS OF AN AVIATION METEOROLOGICAL SERVICE PROVIDER

### Certification Requirements

#### **CAR 174.1000 Objective of Meteorological Service<sup>3</sup>**

An Aviation Meteorological Service Provider shall establish policies and procedures that ensures that the objective of the aviation meteorological service is to contribute towards the safety, regularity and efficiency of international air navigation.

#### **CAR 174.1005 Provision of Meteorological Service<sup>4</sup>**

- (1) An Aviation meteorological service provider shall establish systems for providing the necessary meteorological information that meet the functions and performance requirements of:
- (a) Operators
  - (b) Flight crew members
  - (c) Air traffic service units
  - (d) Search and rescue services units
  - (e) Airport management
  - (f) And others concerned organizations that may require aviation meteorological information for the conduct or development of air navigation

#### **CAR 174.1010 Determination of needs of Aviation Meteorological Services**

- (1) The Aviation Meteorological Service Provider shall determine the meteorological service, which it will provide in accordance with the requirements set by the National Airspace Master Plan. This determination shall be made in accordance with the provisions of this Regulation, and the requirements stipulated by the Authority in accordance with regional air navigation agreements.
- (2) The Aviation Meteorological Service Provider shall, where applicable, include the determination of the meteorological service to be provided for international air navigation over international waters and other areas, which lie outside the territory of the Sultanate of Oman, when required.
- (3) The Aviation Meteorological Service Provider shall provide landing forecasts as detailed in CAP 174.1010

#### **CAR 174.1015 Personnel Requirements**

The aviation meteorological service provider shall engage, employ or contract:

- (1) A senior person identified as the Chief Executive who has the authority within the applicant's organization to ensure that each meteorological service listed in their operation Manual can be financed and carried out to meet the operational requirements, and in accordance with the requirements prescribed by this CAR;
- (2) A senior person or group of senior persons who are responsible for ensuring that the applicant's organization complies with the requirements of this CAR. Such nominated person or persons shall be ultimately responsible to the Chief Executive; and
- (3) A Head of Training responsible for ensuring that the organization complies with the training requirements of this Part; and
- 
- (4) A safety management post holder responsible for the provision of a safety management system according to the requirements of CAR-100; and
- (5) A quality management post holder responsible for the provision of a quality management system; and;

- (6) Sufficient personnel to plan, operate, supervise and inspect the meteorological offices and facilities and provide the meteorological services listed in the applicant's operation Manual.
- (7) The applicant shall:
  - (a) establish a procedure to assess the competence of those personnel who are authorized by the applicant to:
    - i. place facilities listed in the applicant's operation Manual into operational service; and
    - ii. supervise the production and release of meteorological information; and
  - (b) establish a procedure to maintain the competence of those authorized personnel; and
  - (c) provide those authorized personnel with written evidence of the scope of their authorization.
  - (d) Develop and provide job descriptions for its technical staff

#### **CAR 174.1020 Training and Competence Requirements of the World Meteorological Organization (WMO)<sup>6</sup>**

- (1) The Aviation Meteorological Service Provider shall implement procedures to ensure that it complies with the requirements of the World Meteorological Organization (WMO) in respect of qualifications, competencies, education and training of meteorological personnel providing service for air navigation.
- (2) Aviation Meteorological Service providers shall ensure they have implemented a process of competence assessment and continual professional development to ensure personnel providing meteorological information to civil aviation maintain and improve their knowledge and skills in the appropriate meteorological discipline.

#### **GM CAR 174.1020 Training and Competence Requirements of the World Meteorological Organization (WMO)**

The WMO is a specialized agency of the United Nations. The purposes of WMO are to facilitate international cooperation in the setting up of networks of stations for making meteorological, hydrological and other observations; and to promote the rapid exchange of meteorological information, the standardization of meteorological observations and the uniform publication of observations and statistics. It also furthers the application of meteorology to aviation, shipping, water problems, agriculture and other human activities, promotes operational hydrology and encourages research and training in meteorology.

WMO Resolutions and Recommendations relating to aviation once they have been adopted by the WMO (Congress or Executive Committee) and agreed by ICAO, are published in WMO Technical Regulations (WMO Publication No. 49) Volume II (Meteorological Service for International Air Navigation).

Codes and specifications agreed internationally are published in an Annex to the Technical Regulations (WMO-No. 306 Manual on Codes). Education and Training standards are published in Manual on the Implementation of Education and Training Standards in Meteorology and Hydrology (WMO-No. 1083).

World Meteorological Organization qualifications and training requirements for meteorological personnel providing service for international air navigation are given in WMO Publication No. 49, Technical Regulations, Volume I (General Meteorological Standards and Recommended Practices), Chapter B.4 (Education and Training); in particular, personnel providing meteorological services to civil aviation in order to fulfil national and international responsibilities are required to be trained to the standards recognized by WMO for their respective duties.

Requirements concerning the qualifications, competencies, education and training of meteorological personnel in aeronautical meteorology are given in the Technical Regulations (WMO-No. 49), Volume I — General Meteorological Standards and Recommended Practices, Part V — Qualifications and Competencies of Personnel Involved in the Provision of Meteorological

(Weather and Climate) and Hydrological Services, Part VI — Education and Training of Meteorological Personnel, and Appendix A  
— Basic Instruction Packages.<sup>7</sup>

WMO Publication No. 1083 (Manual on the Implementation of Education and Training Standards in Meteorology and Hydrology) provides guidelines on the desirable standards for the education and training of personnel working in aeronautical meteorology

#### **CAR 174.1025 Training**

- (1)** An Aviation Meteorological Service Provider shall:
  - (a)** establish a procedure to assess the competence of those personnel who are authorized to:
    - i. place facilities listed in the applicant's manual into operational service; and
    - ii. supervise the production and release of meteorological information; and
  - (b)** establish a procedure to maintain the competence of those authorized personnel; and
  - (c)** provide those authorized personnel with written evidence of the scope of their authorization.
- (2)** The Aviation Meteorological Service Provider must implement a training and checking program to ensure individuals performing a function in connection with the provision of meteorological services for air navigation are competent to perform that function.
- (3)** The Aviation Meteorological Service Provider programs shall ensure that the following types of training are provided:
  - (a)** initial training;
  - (b)** refresher (recurrent) training;
  - (c)** on-the-job (OJT) training; and
  - (d)** specialized training for new facilities, procedures and equipment.
- (4)** The Aviation Meteorological Service Provider procedures shall ensure retention of qualification and training records for at least the last three years for all active meteorological personnel qualified and trained.

#### **CAR 174.1030 Operation manual**

An Aviation Meteorological Service Provider shall provide the Authority with an operation manual as detailed in CAP-174.1030.

#### **CAR 174.1035 Site Requirements <sup>(545)</sup>**

Each Aviation Meteorological Service Provider shall establish procedures to ensure that:

- (1)** Each of the meteorological offices and facilities listed in their operation manual is:
  - (a)** sited and configured in accordance with security measures designed to prevent unlawful or accidental interference; and
  - (b)** provided with suitable power supplies and means to ensure appropriate continuity of service; and
- (2)** Each of the remote weather sensing facilities listed in their operation Manual is installed and maintained in a technically appropriate position to ensure that the facility provides an accurate representation of the local meteorological conditions.
- (3)** The wind sensors for local routine reports are appropriately sited to give the best practicable indication of conditions along the runway/touchdown zone.



**CAR 174.1040 Communication Requirements (550)**

- (1) Each meteorological service provider shall establish communication systems and procedures to ensure that each of the meteorological offices and facilities listed in the applicant's operation manual can provide the meteorological information for which it is intended.
- (2) The communication systems and procedures must be able to handle the volume and nature of the meteorological information being communicated so that no meteorological information is delayed to the extent that the information becomes out-of-date.

**CAR 174.1045 Input Requirements (555)**

- (1) Each Aviation Meteorological Service Provider shall establish procedures to obtain input meteorological information appropriate for the meteorological services being provided.
- (2) The procedures shall ensure that:
  - (a) each meteorological office and facility listed in the applicant's operation Manual that provides a forecast service has continuing access to appropriate historical, real-time, and other meteorological information for the applicant's forecast areas; and
  - (b) each meteorological office and facility listed in the applicant's operation Manual that provides a meteorological briefing service in person or by any other interactive visual means, has adequate display and briefing resources available for the briefings; and
  - (c) each meteorological office and facility listed in the applicant's operation Manual that provides a meteorological reporting service has adequate observing systems to supply adequate, accurate and timely meteorological reports; and
  - (d) each meteorological office listed in the applicant's operation Manual that provides a meteorological watch service has adequate meteorological information to supply an adequate, accurate and timely meteorological watch service; and
  - (e) each meteorological office and facility listed in the applicant's operation Manual that provides a climatology service has adequate meteorological information for the preparation of climatological information.

**CAR 174.1050 Output Requirements (560)**

- (1) Each Aviation Meteorological Service Provider shall:
  - (a) identify the output meteorological information provided by each meteorological service listed in their operation Manual; and
  - (b) determine the standards and formats for that output meteorological information in accordance with this CAR.
- (2) The provider shall establish procedures to ensure that the meteorological information supplied by each meteorological office and facility listed in their operation Manual complies with the standards and formats determined under paragraph (1)(b).

**CAR 174.1055 Facility Requirements**

- (1) Each Aviation Meteorological Service Provider shall determine which meteorological office(s) they wish to establish.

These shall be one or more of the following:

- (a) A meteorological office either located at, or associated with an aerodrome to carry out some or all of the following tasks as required to meet the requirements of flight operations at the aerodrome:

- i. prepare and/or obtain forecasts complying with CAR-174 format and validity requirements for:
- ii. departing aircraft
- iii. local meteorological conditions; or
- iv. maintain a continuous watch of meteorological conditions over the aerodrome/s for which it prepares forecasts; or
- v. provide briefing, consultation and flight documentation to crew members and other flight operations personnel; or
- vi. supply other meteorological information, complying with CAR174 format requirements, to aeronautical users including:
  - vii. routine observations and reports;
  - viii. special observations and reports;
  - ix. aerodrome warnings;
  - x. wind shear warnings;
  - xi. other warnings as locally agreed or
  - xii. display available meteorological information;
  - xiii. exchange meteorological information with other meteorological offices; or
  - xiv. supply information on pre-eruption volcanic activity, volcanic eruptions or ash cloud to associated ATS units, AIS units and meteorological watch offices as per letters of agreement;

**(b)** A meteorological watch office which shall:

- i. maintain a watch over meteorological conditions affecting flight operations within the watch office's area of responsibility; and
- ii. prepare and supply SIGMET and other information related to its area of responsibility to associated air traffic services; and
- iii. disseminate SIGMET information by AFTN;
- iv. when required by regional air navigation agreements or letters of agreement
- v. prepare AIRMET information related to its area of responsibility;
- vi. supply AIRMET information to associated ATS units;
- vii. disseminate AIRMET information;
- viii. supply information on pre-eruption volcanic activity, volcanic eruptions or ash cloud, for which a SIGMET has not been issued, to its associated ATS units, AIS units as per letters of agreement, and to its associated VAAC as determined by regional air navigation agreement;
- ix. supply information received concerning the accidental release of radioactive materials into the atmosphere in the area for which it has responsibility, or in adjacent areas to its associated ATS units, AIS units as per letters of agreement.

**(c)** An aeronautical meteorological station which shall:

- i. be established at aerodromes and offshore structures as deemed necessary by the organization responsible for the provision of Meteorological Services to support both international air operations and off shore helicopter operations;
- ii. make routine observations at fixed intervals;
- iii. at aerodromes, make special observations whenever specified changes occur in respect of surface wind, visibility, runway visual range, present weather, clouds and /or air temperature.

- (2)** Each Aviation Meteorological Service Provider shall establish procedures to ensure that all electronic data processing facilities used in the acquisition compilation, computing, access or dissemination of meteorological information are of a nature, configuration and

capability to ensure the adequacy, accuracy and timeliness of that meteorological and related information.

#### **CAR 174.1060 Documentation (570)**

- (1) Each Aviation Meteorological Service Provider shall hold copies of meteorological office manuals, facility manuals, technical standards and practices, procedures manuals, and any other documentation that is necessary for the provision of the meteorological services listed in their operation Manual.
- (2) The provider shall establish a procedure to control the documentation required by paragraph  
  - (1) The procedure shall ensure that:
    - (a) the documentation is reviewed and authorized by appropriate personnel before issue; and
    - (b) current issues of relevant documentation are available to personnel at all locations where they need access to such documentation for the provision of the meteorological services listed in the applicant's operation Manual; and
    - (c) obsolete documentation is promptly removed from all points of issue or use; and
    - (d) changes to documentation are reviewed and approved by appropriate personnel; and
    - (e) the current version of each item of documentation can be identified to preclude the use of out-of-date editions.

#### **CAR 174.1065 Verification, Periodic Inspection, Testing and Calibration**

- (1) Each Aviation Meteorological Service Provider shall establish procedures for:
  - (a) The routine verification of meteorological information obtained and provided by the provider; and
  - (b) The periodic inspection of each meteorological office listed in the provider's operation Manual; and
  - (c) The periodic inspection, testing and calibration of each facility listed in the provider's operation Manual.
- (2) The procedures shall ensure that:
  - (a) The systems required for the routine verification of meteorological information have the capability and integrity necessary for verifying the meteorological information; and
  - (b) Appropriate inspection equipment and systems are available to personnel for the inspection of each meteorological office; and
  - (c) Appropriate inspection, measuring and test equipment and systems are available to personnel for the inspection, testing and calibration of each facility; and
  - (d) The inspection, measuring and test equipment and systems have the precision and accuracy necessary for the inspections, measurements and tests being carried out; and
  - (e) All meteorological sensing facilities are calibrated and configured so that the environmental sensors fitted or incorporated yield, as far as possible, reliable, accurate and representative meteorological information.

#### **CAR 174.1070 Release of Meteorological Information**

- (1) Each Aviation Meteorological Service Provider shall establish procedures for:
  - (a) The release of meteorological information from each meteorological office listed in their operation Manual; and
  - (b) The placing of facilities listed in their operation Manual into operational service.

- (c) The procedures shall ensure that persons authorized to supervise the production and release of meteorological information and persons authorized to place meteorological facilities into operational service have been assessed as competent under the procedures required by CAR-174.1015 paragraph (2).

#### **CAR 174.1075 Notification of Meteorological Office and Facility Status**

- (1) An Aviation Meteorological Service Provider must establish procedures to notify the users of the applicant's meteorological services of relevant operational information and of any change in the operational status of each meteorological office or facility listed in the applicant's operation Manual.
- (2) The provider must ensure that the procedures established under paragraph (1) require
  - (a) the operational information for each of the applicant's meteorological services that support the Oman air navigation system or an air traffic service to be forwarded to the Aeronautical Information Service for publication in the Oman AIP; and
  - (b) the users of a meteorological office or facility to be notified without delay of any change in the operational status of the meteorological office or facility if the change may affect the safety of air navigation. For those meteorological offices and facilities published in the Oman AIP, the information concerning any change to their operational status must be forwarded to the Aeronautical Information Service for the issue of a NOTAM.

#### **CAR 174.1080 Meteorological Information Check After Accident or incident (590)**

- (1) Each Aviation Meteorological Service Provider shall establish procedures for checking the adequacy, accuracy and timeliness of any of their meteorological information that may have been used by an aircraft or an air traffic service involved in an accident or incident.
- (2) The procedures shall ensure that:
  - (a) the checks are carried out as soon as practicable after notification to the applicant's organization of such an accident or incident; and
  - (b) copies of the meteorological information are kept in a secure place for possible use by any subsequent investigation.

#### **CAR 174.1085 Malfunctions and Erroneous Information (595)**

- (1) An Aviation Meteorological Service Provider shall establish procedures;
  - (a) to identify, record, notify, investigate and rectify any report of erroneous meteorological information; and
  - (b) to identify, record, notify, investigate and rectify any detected malfunction in the facilities and meteorological services listed in their operation Manual that may result in the supply of erroneous meteorological information; and
  - (c) to notify without delay all users that have received the erroneous meteorological information; and
  - (d) to notify the Authority, within 12 hours, of those malfunctions that cannot be remedied within 72 hours; and
  - (e) for the continuation of malfunction status reports in the event that such reports are required by the Authority

**CAR 174.1090 Records (600)**

- (1) An Aviation Meteorological Service Provider shall establish procedures to identify, collect, index, store, maintain and dispose of the records that are necessary for the supply of the meteorological services listed in their operation Manual.
- (2) The procedures shall ensure that:
  - (a) there is a record of the input meteorological information obtained under the procedures required by CAR-174.1045; and
  - (b) there is a record of all output meteorological information identified under CAR-174.1050; and
  - (c) the records specified in paragraph (2)(a) and (b) are retained for a period of at least sixty (60) days or for such longer period as may be required by the Authority; and
  - (d) there is a record for each meteorological office and facility listed in the applicant's operation Manual, in order to document the performance of each meteorological office and facility and to provide a traceable history of its maintenance, service and product quality, its periodic inspections, and the persons responsible for each of these activities; and
  - (e) there is a record of the equipment and systems used for verification, inspection, testing and calibration under the procedures required by CAR-174.1065. The record shall provide a traceable history of the location, maintenance, and calibration checks for the equipment and systems; and
  - (f) there is a record of each occurrence of erroneous meteorological information reported and of each malfunction detected under the procedures required by CAR-174.1085. The record shall detail the nature of the erroneous meteorological information or malfunction and the findings of the investigation and the follow-up corrective actions; and
  - (g) there is a record of each internal quality assurance review of the applicant's organization carried out under the procedures required by CAR-174.1095. The record shall detail the CAR or activity of the organization that was reviewed, the findings of the review and any necessary follow-up corrective actions; and
  - (h) there is a record for each person who is authorized by the applicant to supervise the production and release of meteorological information and for each person who is authorized by the applicant to place facilities into operational service. The record shall include details of their experience, qualifications, training and current authorizations; and
  - (i) all records are legible, and of a permanent nature; and
  - (j) all records other than those required by paragraph (bs)(a) and (b) are retained for at least one year, or for such longer period as may be required by the Authority, in order to establish a history of the performance of the meteorological services.

**CAR 174.1095 Quality Management System**

- (1) An Aviation Meteorological Service Provider shall establish internal quality assurance procedures to ensure compliance with, and the adequacy of, the procedures and systems required by this regulation and CAR-100.
- (2) The senior person who has the responsibility for internal quality assurance shall have direct access to the Chief Executive on matters affecting the adequacy, accuracy and timeliness of meteorological information
- (3) The internal quality management system shall include:

- (a) An inspection policy;
- (b) Inspection procedures that are understood, implemented, and maintained at all levels of the organization;
- (c) A procedure to ensure quality control indicators, including incident reports and personnel and customer feedback, are monitored to implement required performance standards and to identify existing problems or potential causes of problems within the system;
- (d) A procedure for corrective action specifying how to:
  - i. correct an existing problem;
  - ii. follow up a corrective action to ensure the action is effective; and
  - iii. measure the effectiveness of any corrective action taken.
- (e) A procedure for preventive action specifying how to manage a potential problem.

**CAR 174.1500 Continued Compliance (625)**

- (1) Each holder of an Aviation Meteorological Service Provider certificate shall:
  - (a) hold at least one complete and current copy of their operation Manual at each meteorological office specified in their operation Manual; and
  - (b) comply with all procedures and systems detailed in their operation Manual; and
  - (c) make each applicable CAR of their operation Manual available to personnel who require those parts to carry out their duties; and
  - (d) continue to meet the standards and comply with the requirements for certification under this CAR and its associated technical specifications; and
  - (e) notify the Authority of any change of address for service, telephone number, or facsimile number within 28 days of the change.

**CAR 174.1505 Operations Manual**

- (1) Each holder of an Aviation Meteorological Service Provider certificate shall provide an Operations Manual for each meteorological office listed in their operation Manual. The manual shall set out the procedures for the operation and maintenance of the meteorological office and associated facilities and shall include a list of:
  - (a) the meteorological information and meteorological services provided; and
  - (b) the minimum meteorological inputs required; and
  - (c) the minimum performance and quality levels for output meteorological information and meteorological services provided; and
  - (d) the test equipment and systems required for the measurement of the minimum levels listed under subparagraph (d); and
  - (e) any mandatory check procedures for releasing meteorological information.

**CAR 174.1510 Limitations on Certificate Holder (635)**

- (1) The holder of an Aviation Meteorological Service Provider certificate shall not:
  - (a) provide meteorological information where the meteorological input information required to provide that meteorological information is not available; or
  - (b) provide meteorological information where the operational performance of the meteorological office or facility producing that meteorological information does not meet the applicable requirements; or
  - (c) provide meteorological information where any integrity monitoring system associated with that meteorological information is not fully functional; or

- (d) provide meteorological information where any required verification, inspection, test or calibration relating to that meteorological information has not been completed; or
- (e) provide meteorological information where there is any cause whatsoever to suspect the integrity of that meteorological information.

**CAR 174.1515 Changes to Certificate Holder's Organization (640)**

- (1) An Aviation Meteorological Service Provider shall ensure that their operation Manual is amended so as to remain a current description of the holder's organization and meteorological services provided.
- (2) The Aviation Meteorological Service Provider shall ensure that any amendments made to the holder's operation Manual meet the applicable requirements of this CAR and comply with the amendment procedures contained in the holder's operation Manual.
- (3) The certificate holder shall provide the Authority with a copy of each amendment to their operation Manual as soon as practicable after its incorporation into the operation Manual.
- (4) Where a certificate holder proposes to make a change to any of the following, prior notification to and acceptance by the Authority is required:
  - (a) the Chief Executive:
  - (b) the listed senior persons:
  - (c) the meteorological services that the holder provides:
  - (d) the locations and airspace covered by each of the meteorological services the holder provides.
- (5) The Authority may prescribe conditions under which a certificate holder may operate during or following any of the changes specified in paragraph (4).
- (6) A certificate holder shall comply with any conditions prescribed under paragraph (5).
- (7) Where any of the changes referred to in this rule require an amendment to the certificate, the certificate holder shall forward the certificate to the Authority as soon as practicable.

**CAR 174.1520 Quality Management of Meteorological Information**

- (1) An Aviation Meteorological Service Provider shall establish 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 CAR174.1005.<sup>8</sup>
- (2) The quality system shall be established and implemented in accordance with the standards prescribed in CAP-174

**CAR 174.1525 Agreement Between Aviation Meteorological Service Provider and Air Traffic Service Provider**

An Aviation Meteorological Service Provider shall ensure that an agreement is established with the Air Traffic Service Provider(s) for which it supplies meteorological information in accordance with the standards prescribed in CAP-174

## SECTION-2 – METEOROLOGICAL FUNCTIONS

### **CAR 174.2000 Aerodrome Meteorological Offices** <sup>(110)</sup>

- (1) An Aviation Meteorological Service Provider which provides meteorological services for an aerodrome shall:
- (a) 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.<sup>9</sup>
  - (b) provide for the functions as necessary to meet the needs of flight operations at the aerodrome in accordance with the standards prescribed in CAP-174.

### **CAR 174.2005 Meteorological Watch Offices (MWO)** <sup>(115)</sup>

An Aviation Meteorological Service Provider that provides meteorological information to air traffic services within a flight information region (FIR) or a control area (CTA) shall establish one or more Meteorological Watch Offices in accordance with the standards prescribed in CAP-174.

### **CAR 174.2010 Tropical Cyclone Advisory Centers (TCAC)** <sup>(130)</sup>

Not applicable in Oman

### **CAR 174.2015 World Area Forecast System** <sup>(100)</sup>

Not applicable in Oman

#### **GM CAR 174.2015**

Oman has not accepted responsibility to provide a World Area Forecast Centre.

*Note: No WAFC are situated in Oman, thus Technical Specifications for global systems are not regulated by the Authorities in Oman<sup>10</sup>*

### **CAR 174.2020 Volcanic Ash Advisory Centers (VAAC)**

Oman has not accepted responsibility to provide a Volcanic Ash Advisory Centre.

*Note: No VAAC are situated in Oman, thus Technical Specifications for Volcanic Advisory Information are not regulated by the Authorities in Oman*

### **CAR 174.2025 Space Weather Centers (SWXC)**

Oman has not accepted responsibility to provide a Space Weather

Centre (NOT APPLICABLE WITHIN OMAN)<sup>11</sup>



## SECTION-3 – PROVISION OF METEOROLOGICAL INFORMATION

*Note: Technical specifications and detailed criteria related to this Section are given in CAP 174, Appendix 3.*

### **CAR174.3000 Terminology for Aviation Meteorological Information<sup>12 (010)</sup>**

The obligations of an Aviation Meteorological Service Provider to issue information to users shall be limited in context to the wording of this regulation where to:

- (1) “provide” is used solely in connection with the provision of service;
- (2) “issue” is used solely in connection with cases where the obligation specifically extends to sending out the information to a user;
- (3) “make available” is used solely in connection with cases where the obligation ends with making the information accessible to a user; and
- (4) “supply” is used solely in connection with cases where either “issue or “make available” applies.

### **CAR 174.3005 Supply, Use and Interpretation of Meteorological Information<sup>(055)</sup>**

- (1) An Aviation Meteorological Service Provider shall establish procedures that ensure close liaison is maintained between an Aviation Meteorological Service Provider and the users of meteorological information in accordance with the standards prescribed in CAP-174.
- (2) Where an Aviation Meteorological Service Provider does not provide meteorological information at an aerodrome, the Air Navigation Service Provider may provide information for aviation based on aeronautical meteorological stations and observations used by the control tower, provided these stations and observations meet the requirements of this regulation.

**Recommendation.** MET service provider should ensure that the meteorological information supplied to the users listed CAR 174.1005, is provided through information services.

*Note 1. In the context of system-wide information management (SWIM), the notion of information service addresses machine-to-machine interaction in a service-oriented architecture.*

*Note 2. Procedures on information services are contained in the Procedures for Air Navigation Services Information Management (PANS-IM, Doc 10199).*

*Note 3. Guidance material on information services can be found in the Manual on System-wide Information Management Implementation (Doc 10203).*

### **CAR 174.3010 Aeronautical Meteorological Stations and Observations<sup>(150)</sup>**

- (1) The Aviation Meteorological Service Provider shall establish, at aerodromes where it supplies meteorological information, such aeronautical meteorological stations as it determines to be necessary to comply with the requirements of these regulations.
- (2) The aeronautical meteorological stations shall be established and equipped in accordance with the standards prescribed in CAP-174.
- (3) An Aviation Meteorological Service Provider shall ensure that aeronautical meteorological stations make routine observations in accordance with the standards prescribed in CAP-174.

### **CAR 174.3015 Routine Observations and Reports<sup>(160)</sup>**

- (1) An Aviation Meteorological Service Provider shall make routine observations at aerodromes, at such times and intervals as specified in CAP-174.
- (2) Routine observations and reports shall be issued in accordance with standards prescribe CAP- 174.

**CAR 174.3020 Special Observations and Reports<sup>(165)</sup>**

- (1) An Aviation Meteorological Service Provider shall establish the criteria for reporting of special observations in accordance with the standards prescribed in CAP-174.
- (2) Reports of special observations shall be issued in accordance with the standards prescribed in CAP-174.

**CAR 174.3025 Meteorological Information used in ATIS**

The Aviation Meteorological Service Provider shall insure that Meteorological information used in ATIS (voice-ATIS and D-ATIS) shall be extracted in accordance with the standards prescribed in CAP-174.

**CAR 174.3030 Contents of Reports<sup>(170)</sup>**

An Aviation Meteorological Service Provider shall ensure that the contents of meteorological reports (local routine, special reports, METAR and SPECI) issued, comply with standards prescribed in CAP- 174.

**CAR 174.3035 Observing and Reporting Meteorological elements**

An Aviation Meteorological Service Provider shall ensure that following elements shall be observed and reported in accordance with the standards prescribed in CAP-174.

- (a) Surface wind
- (b) Visibility
- (c) Runway visual range
- (d) Present Weather
- (e) Clouds
- (f) Air and dew-point temperatures
- (g) Atmospheric pressure
- (h) Supplementary information

**CAR 174.3040 Reporting Meteorological Information from Automatic Observing Systems<sup>(180)</sup>**

An Aviation Meteorological Service Provider shall ensure that meteorological received from automatic observing systems is reported in accordance with standards prescribed in CAP-174.

**CAR 174.3045 Observations and Reports of Volcanic Activity<sup>13 (185)</sup>**

(Not Applicable in Oman)

**CAR 174.3050 Forecasts**

- (1) An Aviation Meteorological Service Provider, when required, shall designate aerodrome meteorological offices to provide the following forecasts:
  - (i) Aerodrome forecasts
  - (j) Landing forecasts
  - (k) Forecasts for take-off
- (2) The preparation and issuances of such forecasts shall be in accordance with the standards prescribed in CAP-174.

**CAR 174.3055 Area Forecasts for Low-Level Flights<sup>(270)</sup>**

An Aviation Meteorological Service Provider shall issue area forecasts for low level flights when required in accordance with the standards prescribed in CAP-174.

**CAR 174.3060 SIGMET & AIRMET INFORMATION, AERODROME WARNINGS & WIND SHEAR WARNINGS & ALERTS <sup>(300)</sup>**

*Note: Technical specifications and detailed criteria related to this Section are given in CAP-174, Appendix 6.*

- (1)** An Aviation Meteorological Service Provider shall implement procedures for the issuance of the following information, warnings and Alerts
  - (a)** SIGMET Information
  - (b)** AIRMET Information
  - (c)** Aerodrome Warnings
  - (d)** Wind shear Warnings
  - (e)** wind shear Alerts
- (2)** The issuing of the above information, warnings and alerts shall be in accordance with the standards prescribed in CAP-174.

**CAR 174.3065 AERONAUTICAL CLIMATOLOGICAL INFORMATION**

**Note:** Technical specifications and detailed criteria related to this Sections are given in CAP- 174, Appendix 7.

An Aviation Meteorological service provider shall prepare and supply to users, aeronautical climatological information, including Aerodrome climatological tables and Aerodrome climatological summaries, required for the planning of flight operations as agreed between the aviation meteorological service provider and those users in accordance with the standards prescribed in CAP- 174.

**CAR 174.3070 SERVICE FOR OPERATORS & FLIGHT CREW MEMBERS <sup>(360)</sup>**

*Note: Technical specifications and detailed criteria related to this Sections are given in CAP 174, Appendix 8.*

- (1)** An Aviation Meteorological Service Provider shall supply operators and flight crew members with meteorological information for:
  - a)** pre-flight planning by operators;
  - b)** in-flight re-planning by operators using centralized operational control of flight operations;
  - c)** use by flight crew members before departure; and
  - d)** aircraft in flight.<sup>14</sup>
- (2)** The provision of such meteorological information shall be in accordance with the standards prescribed in CAP-174.

**CAR 174.3075 Briefing, Consultation and Display <sup>(365)</sup>**

*Note: The requirements for the use of automated pre-flight information systems in providing briefing, consultation and display are given in CAR-174.3085.*

An Aviation Meteorological Service Provider shall provide briefing and/or consultation, on request, to flight crew members and/or other flight operations personnel in accordance with standards prescribed in CAP-174.

**CAR 174.3080 Flight Documentation** <sup>(370)</sup>

*Note: The requirements for the use of automated pre-flight information systems in providing flight documentation are given in CAR-174.3085.*

- (1) An Aviation Meteorological Service Provider shall make available flight documentation comprising meteorological information in accordance with the standards prescribed in CAP-174.
- (2) The Aviation Meteorological Service Provider shall retain information supplied to flight crew members for a period of at least thirty (30) days from the date of issue. The retention of such information shall be in accordance with the standards prescribed in CAP-174.<sup>15</sup>

**CAR 174.3085 Automated Pre-flight Information Systems for Briefing, Consultation, Flight Planning and Flight Documentation** <sup>(375)</sup>

An Aviation Meteorological Service Provider shall ensure that automated pre-flight information systems for briefing, consultation, flight planning and flight documentation are in accordance with standards prescribed in CAP-174.

**CAR 174.3090 Information for Aircraft in Flight** <sup>(380)</sup>

An Aviation Meteorological Service Provider shall ensure that meteorological information for aircraft in flight is supplied in accordance with standards prescribed in CAP-174.

*Note: Technical specifications and detailed criteria related to this Section are given in CAP-174, Appendix 9.*

**CAR 174.3100 Information for Air Traffic Services Units** <sup>(400)</sup>

An Aviation Meteorological Service Provider shall designate an aerodrome meteorological office or meteorological watch office to be associated with each air traffic services unit for the supply of up-to-date meteorological information to the unit as necessary for the conduct of its functions in accordance with standards prescribed in CAP-174.

**CAR 174.3105 Information for Search and Rescue Services Units** <sup>(405)</sup>

An Aviation Meteorological Service Provider shall provide search and rescue services units with the meteorological information in accordance with standards prescribed in CAP-174.

**CAR 174.3110 Information for Aeronautical Information Services Units** <sup>(410)</sup>

The Aviation Meteorological Service Provider shall arrange for the supply of up-to-date meteorological information to relevant aeronautical information services units, as necessary, for the conduct of their functions.<sup>16</sup>

## SECTION 4 – REQUIREMENTS FOR AND USE OF COMMUNICATIONS

**Note 1:** *Technical specifications and detailed criteria related to this Section are given in CAP-174, Appendix 10.*

**Note 2:** *It is recognized that it is for the CNS/ATM to decide upon its own internal organization and responsibility for implementing the telecommunications facilities referred to in this Section.*

### **CAR 174.4000 Requirements for Communications <sup>(430)</sup>**

An Aviation Meteorological Service Provider shall make available, suitable telecommunications facilities to permit the supply of the required meteorological information to air traffic services units in accordance with standards prescribed in CAP-174.

### **CAR 174.4005 Use of Aeronautical Fixed Service Communications & the Public Internet — Meteorological Bulletins <sup>(435)</sup>**

The Aviation Meteorological Service provider shall meteorological bulletins containing operational meteorological information to be transmitted via the aeronautical fixed service or the public Internet shall be originated by the appropriate meteorological office or aeronautical meteorological station.<sup>17</sup>

#### **GM 174.4005**

*Meteorological bulletins containing operational meteorological information authorized for transmission via the aeronautical fixed service are listed in CAR 171.205(6)(h) Communication Facilities, (ICAO Annex 10, Volume II, chapter 4) with the relevant priorities and priority indicators.*

### **CAR 174.4010 Use of Aeronautical Fixed Service Communications — World Area Forecast System Products <sup>(440)</sup>**

An Aviation Meteorological Service Provider who makes use of world area forecast system products shall ensure the ability to receive these in accordance with the Standards Prescribed in CAP-174

### **CAR 174.4015 Use of Aeronautical Mobile Service Communications <sup>(445)</sup>**

An Aviation Meteorological Service Provider that makes use of Aeronautical Mobile Service Communications shall ensure that the content and format of meteorological information transmitted to aircraft and received from aircraft shall be consistent with the provisions of this CAR.<sup>18</sup>

### **CAR 174.4020 Use of aeronautical data link service — Contents of D-VOLMET <sup>(450)</sup>**

An Aviation Meteorological Service Provider shall ensure that D-VOLMET are in accordance with the Standards Prescribed in CAP-174.

### **CAR 174.4025 Use of Aeronautical Broadcasting Service — Contents of VOLMET Broadcasts <sup>(455)</sup>**

An Aviation Meteorological Service Provider shall ensure that VOLMET broadcasts are in accordance with the Standards Prescribed in CAP-174.

## SECTION-5 – REQUIREMENTS FOR AIRCRAFT TO USE AND REPORT AVIATION METEOROLOGICAL INFORMATION

### **CAR 174.5000 Notifications Required from Operators** <sup>(060)</sup>

An Operator requiring an aviation meteorological service shall notify the Aviation Meteorological Service Provider in accordance with standards prescribed in CAP-174.

### **CAR 174.5005 Use of Forecasts** <sup>(250)</sup>

The user of a forecast shall take measures to ensure the validity of a forecast in accordance with standards prescribed in CAP-174.

Note: Technical specifications and detailed criteria related to this Section are given in CAP- 174, Appendix 4.

### **CAR 174.5010 Obligations for Reporting of Aircraft Observations** <sup>(200)</sup>

An Aviation Meteorological Service Provider in consultation with aircraft operators shall plan for:

- 1) for observations to be made by registered within Oman operating and operating on international air routes and
- 2) for the recording and reporting of these observations.<sup>19</sup>

### **CAR 174.5015 Types of Aircraft Observations** <sup>(205)</sup>

An Aircraft operator shall provide Aviation Meteorological Service Provider with:

- 1) routine aircraft observations during en-route and climb-out phases of the flight for aircraft which have arranged to supply such; and
- 2) special and other non-routine aircraft observations during any phase of the flight for all aircraft.<sup>20</sup>

### **CAR 174.5020 Routine, Special and other Non-Routine Aircraft Observations** <sup>(210)</sup>

The criteria for reporting routine and Special aircraft observations shall be in accordance with standards prescribed in CAP-174.

### **CAR 174.5025 Reporting of Aircraft Observations During Flight** <sup>(230)</sup>

Aircraft observations during flight shall be reported in accordance with the standards prescribed in CAP-174

### **CAR 174.5030 Relay of Air-Reports by Air Traffic Services Units** <sup>(235)</sup>

The Aviation Meteorological Service Provider shall coordinate with the Air Traffic Services Provider(s) to ensure that air traffic services units receiving air reports relay them to the Aviation Meteorological service provider in accordance with standards prescribed in CAP-174

### **CAR 174.5035 Recording & Post-Flight Reporting of Aircraft Observations of Volcanic Activity** <sup>(240)</sup>

An Aviation Meteorological Service Provider shall have in place, arrangements for the recording and post-flight reporting of aircraft observations of volcanic activity from flights operating on routes which could be affected by volcanic ash clouds in accordance with standards prescribed in CAP-174.

## **INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES**

### **PART II**

#### **APPENDICES AND ATTACHMENTS**

**APPENDIX 1. FLIGHT DOCUMENTATION — MODEL CHART AND FORM**(CAR 174.3070 SERVICE FOR OPERATORS & FLIGHT CREW MEMBERS. <sup>(360)</sup> )

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 TCG	Tropical cyclone advisory information in graphical format
MODEL VAG	Volcanic ash advisory information in graphical format Example 1. Mercator projection Example 2. Polar stereographic projection
MODEL STC	SIGMET for tropical cyclone in graphical format
MODEL SVA	SIGMET for volcanic ash in graphical format Example 1. Mercator projection Example 2. Polar stereographic projection
MODEL SGE format	SIGMET for phenomena other than tropical cyclone and volcanic ash in graphical
MODEL SN	Sheet of notations used in flight documentation



OPMET INFORMATION

MODEL A

ISSUED BY ..... METEOROLOGICAL OFFICE (DATE, TIME UTC) .....

**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

**DESCRIPTORS**

MI – shallow  
BC – patches

PR – partial  
DR – low drifting

BL – blowing  
SH – shower(s)

TS – thunderstorm  
FZ – freezing (supercooled)

**PRESENT WEATHER ABBREVIATIONS**

DZ – drizzle

RA – rain

SN – snow

SG – snow grains

PL – ice pellets

GR – hail

GS – small hail and/or snow pellets

BR – mist

FG – fog

FU – smoke

VA – volcanic ash

DU – widespread dust

SA – sand

HZ – haze

PO – dust/sand whirls (dust devils)

SQ – squall

FC – funnel cloud(s) (tornado or waterspout)

SS – sandstorm

DS – duststorm

**EXAMPLES**

+SHRA – heavy shower of rain

FZDZ – moderate freezing drizzle

+TSSNGR – thunderstorm with heavy snow and hail

TSSN – thunderstorm with moderate snow

SNRA – moderate snow and rain

**SELECTED ICAO LOCATION INDICATORS**CYUL Montreal Pierre Elliot  
Trudeau/IntlHECA Cairo/Intl  
HKJK Nairobi/Jomo KenyattaOBBI Bahrain Intl  
RJTT Tokyo Intl

EDDF Frankfurt/Main

KJFK New York/John F. Kennedy Intl

SBGL Rio de Janeiro/Galeão Intl

EGLL London/Heathrow

LFPG Paris/Charles de Gaulle

YSSY Sydney/Kingsford Smith Intl

GMMC Casablanca/Anfa

NZAA Auckland Intl

ZBAA Beijing/Capital

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=

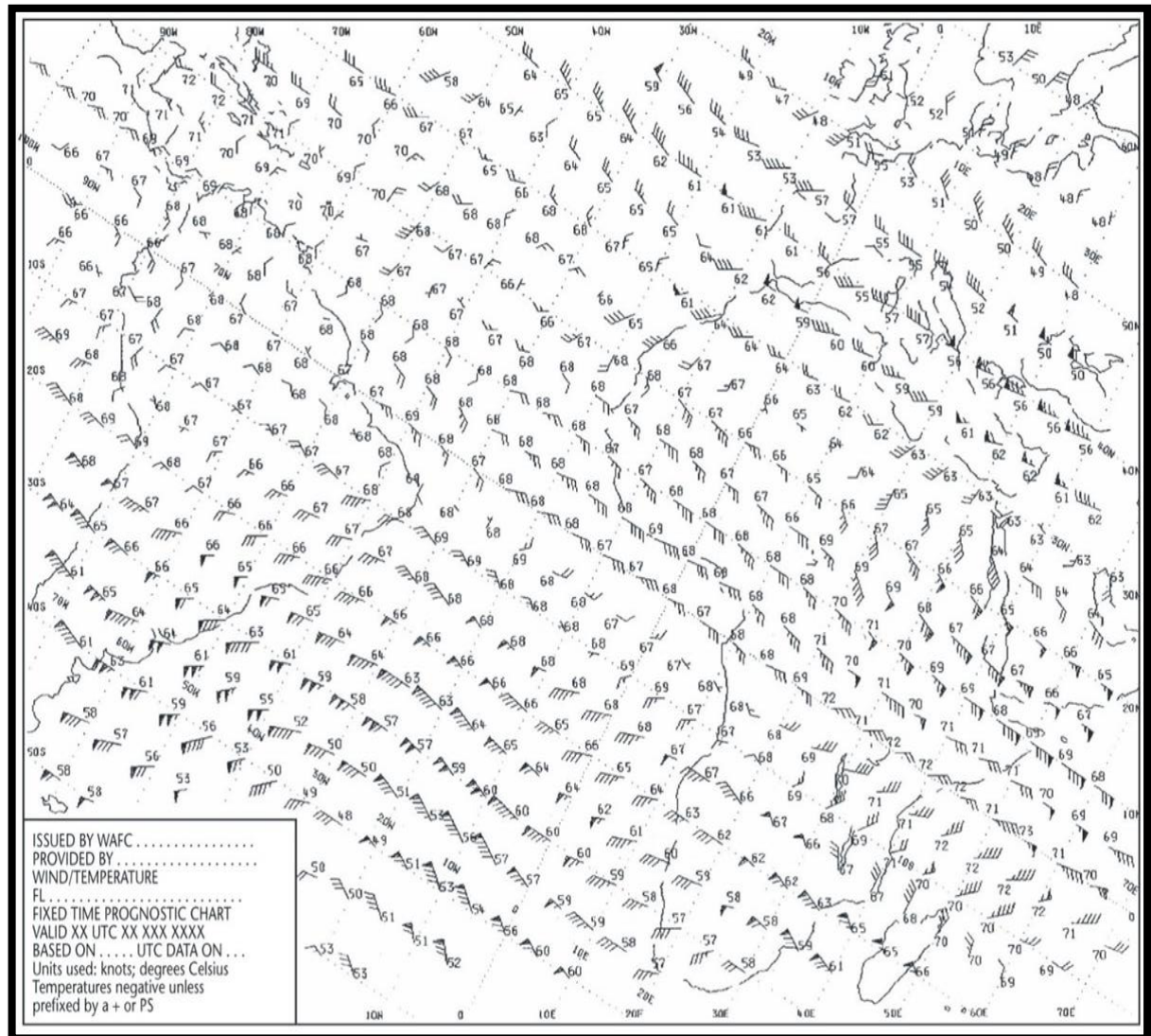
TAF AMD NZAA 240855Z 2409/2506 24010KT 9999 FEW030 BECMG 2411/2413 VRB02KT 2000 HZ  
FM 242200 24010KT CAVOK=TAF ZBAA 240440Z 2406/2506 13004MPS 6000 NSC BECMG 2415/2416 2000 SN OVC040 TEMPO  
2418/24211000 SN BECMG 2500/2501 32004MPS 3500 BR NSC BECMG 2503/2504 32010G20MPS CAVOK=TAF YSSY 240443Z 2406/2506 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.

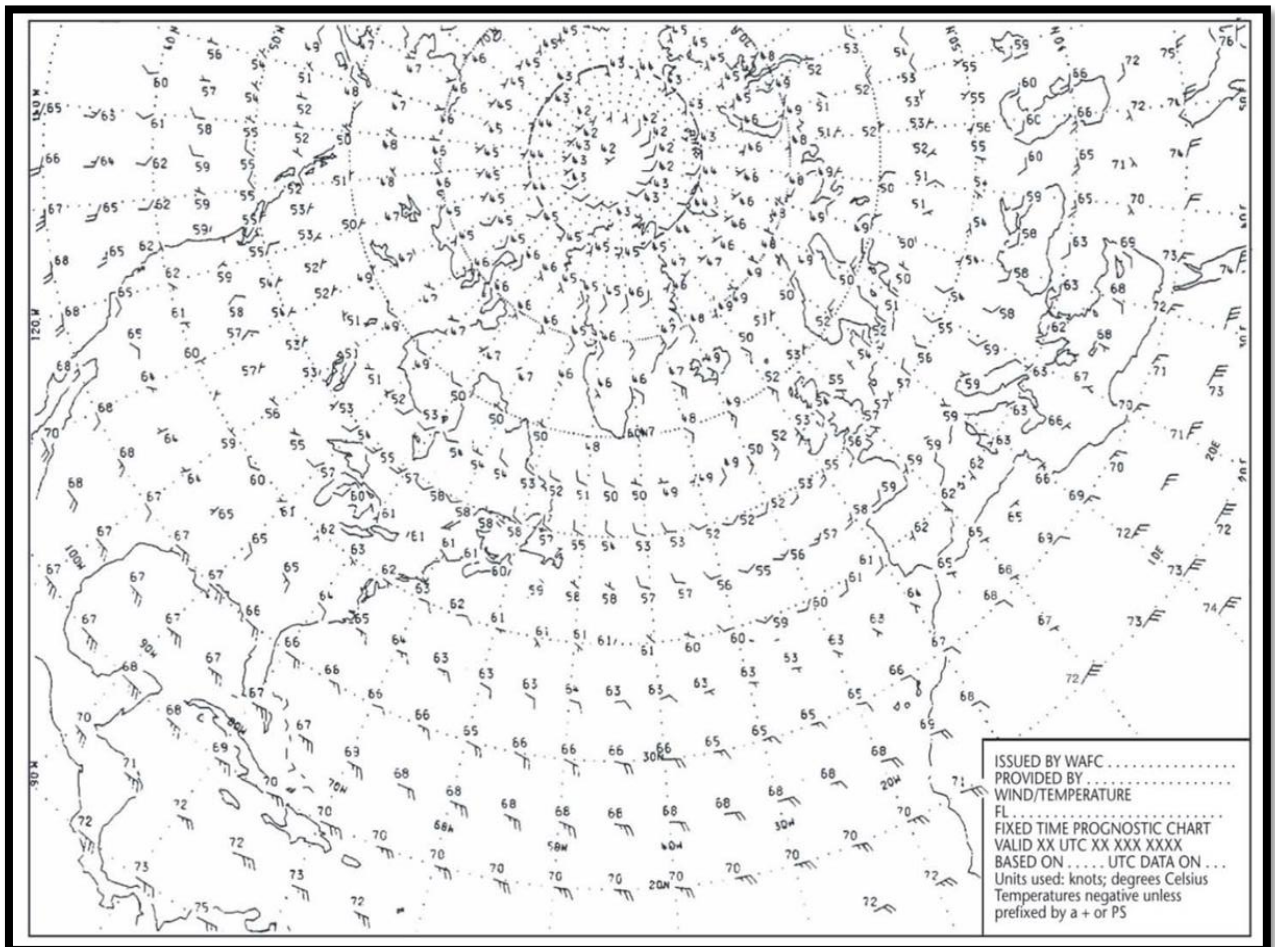
## UPPER WIND AND UPPER-AIR TEMPERATURE CHART FOR STANDARD ISOBARIC SURFACE MODEL IS

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



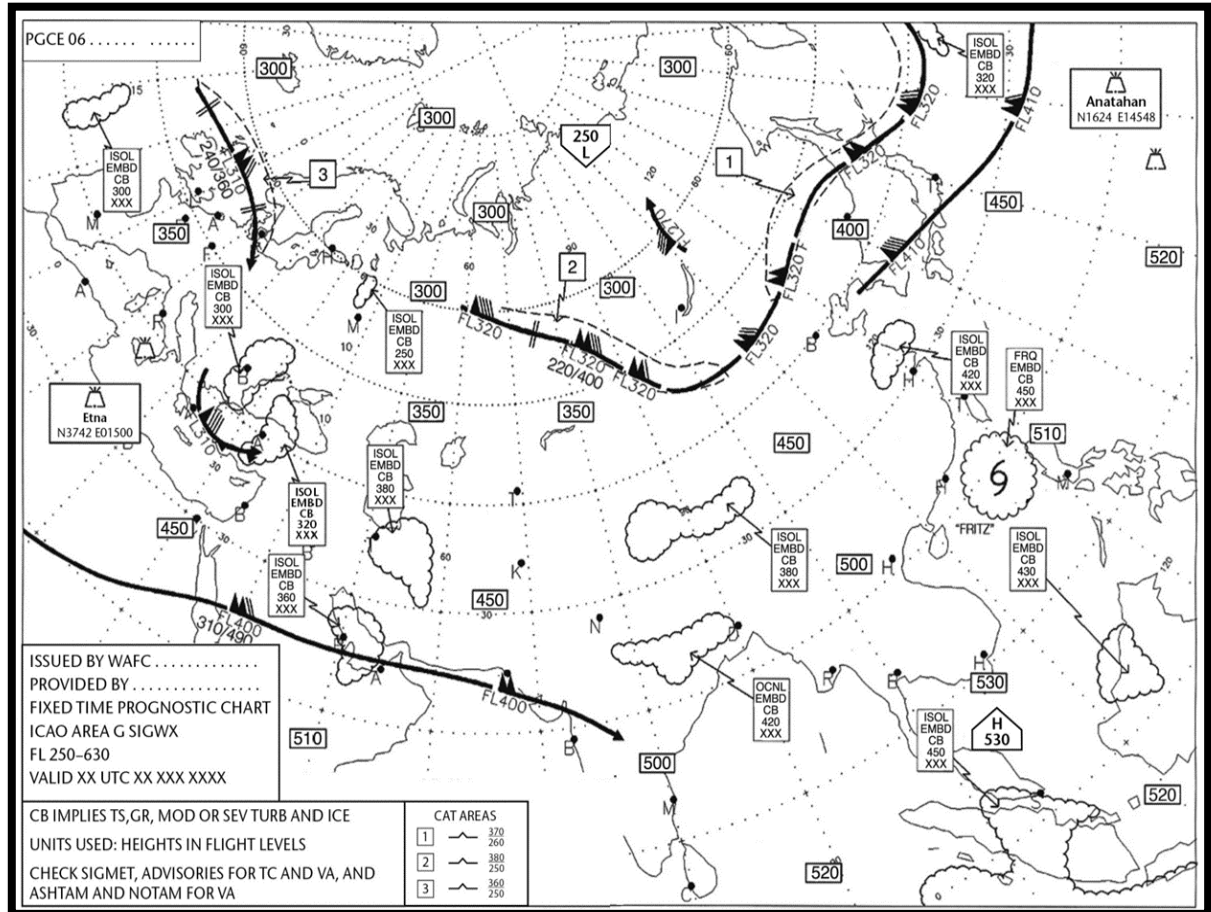
UPPER WIND AND UPPER-AIR TEMPERATURE CHART FOR STANDARD ISOBARIC SURFACE MODEL IS

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



## SIGNIFICANT WEATHER CHART (HIGH LEVE)

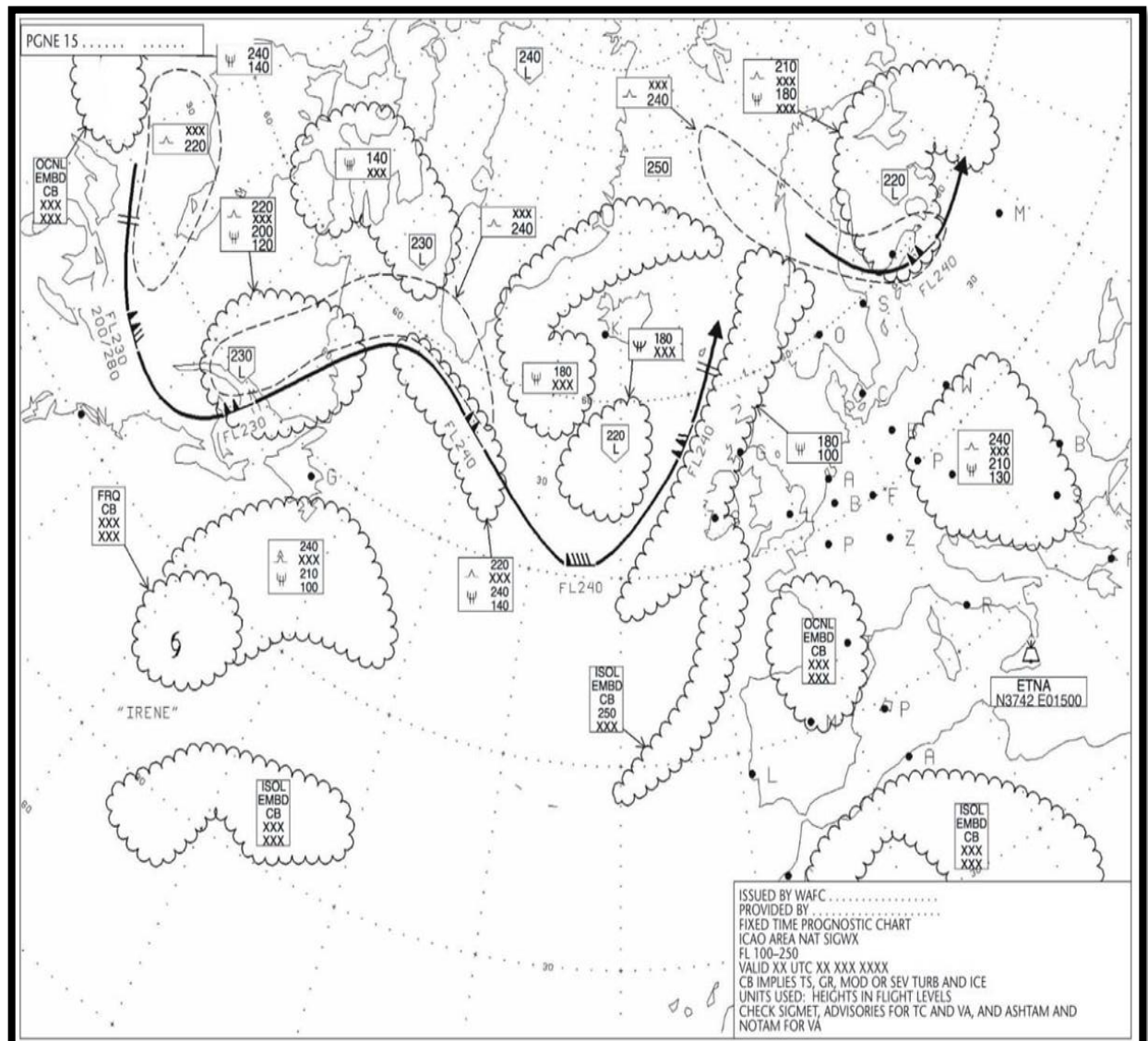
MODEL SWH

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



## SIGNIFICANT WEATHER CHART (MEDIUM LEVE)

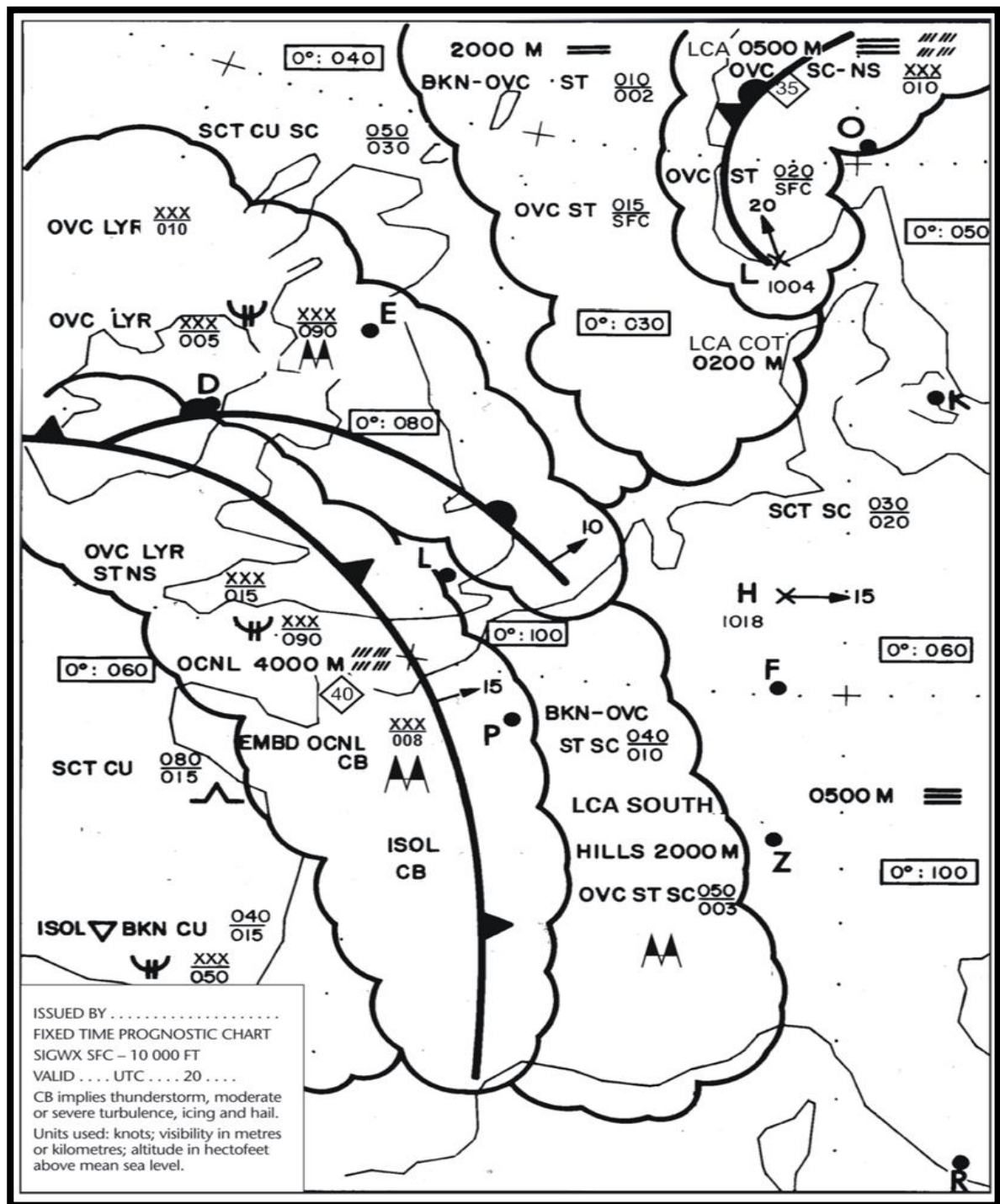
MODEL SWM



## SIGNIFICANT WEATHER CHART (LOW LEVE)

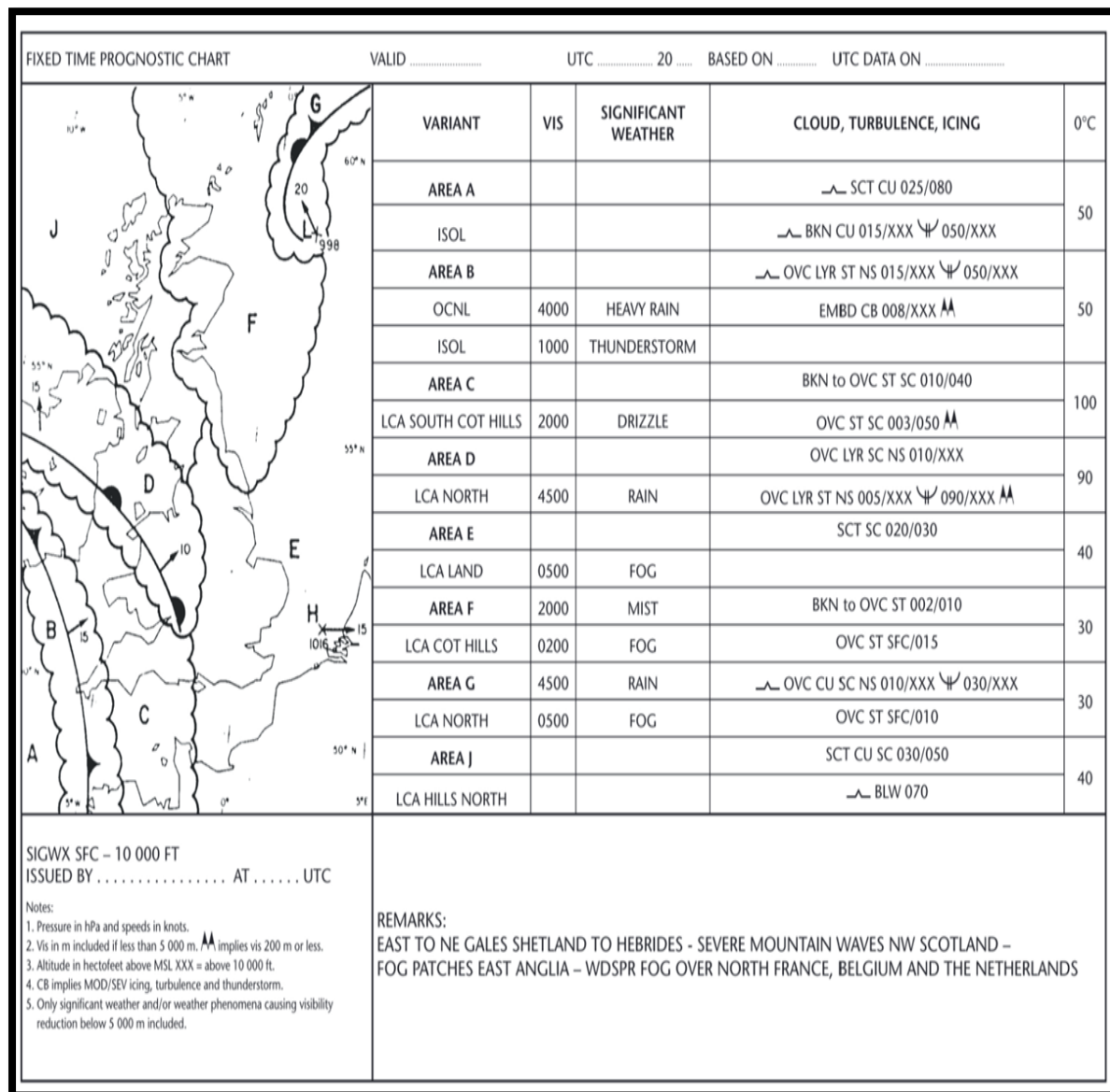
MODEL SWL

Example 1

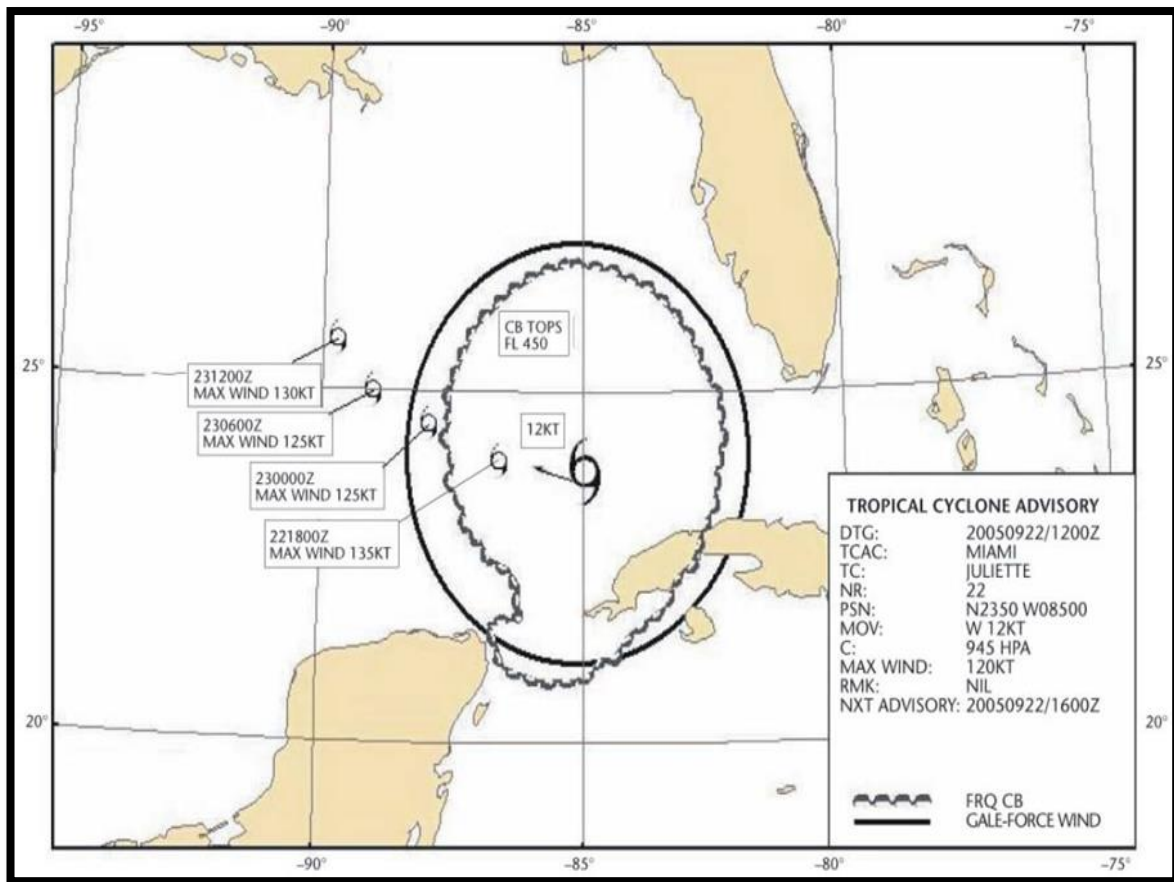


## SIGNIFICANT WEATHER CHART (LOW LEVEL) MODEL SWL

## Example 2



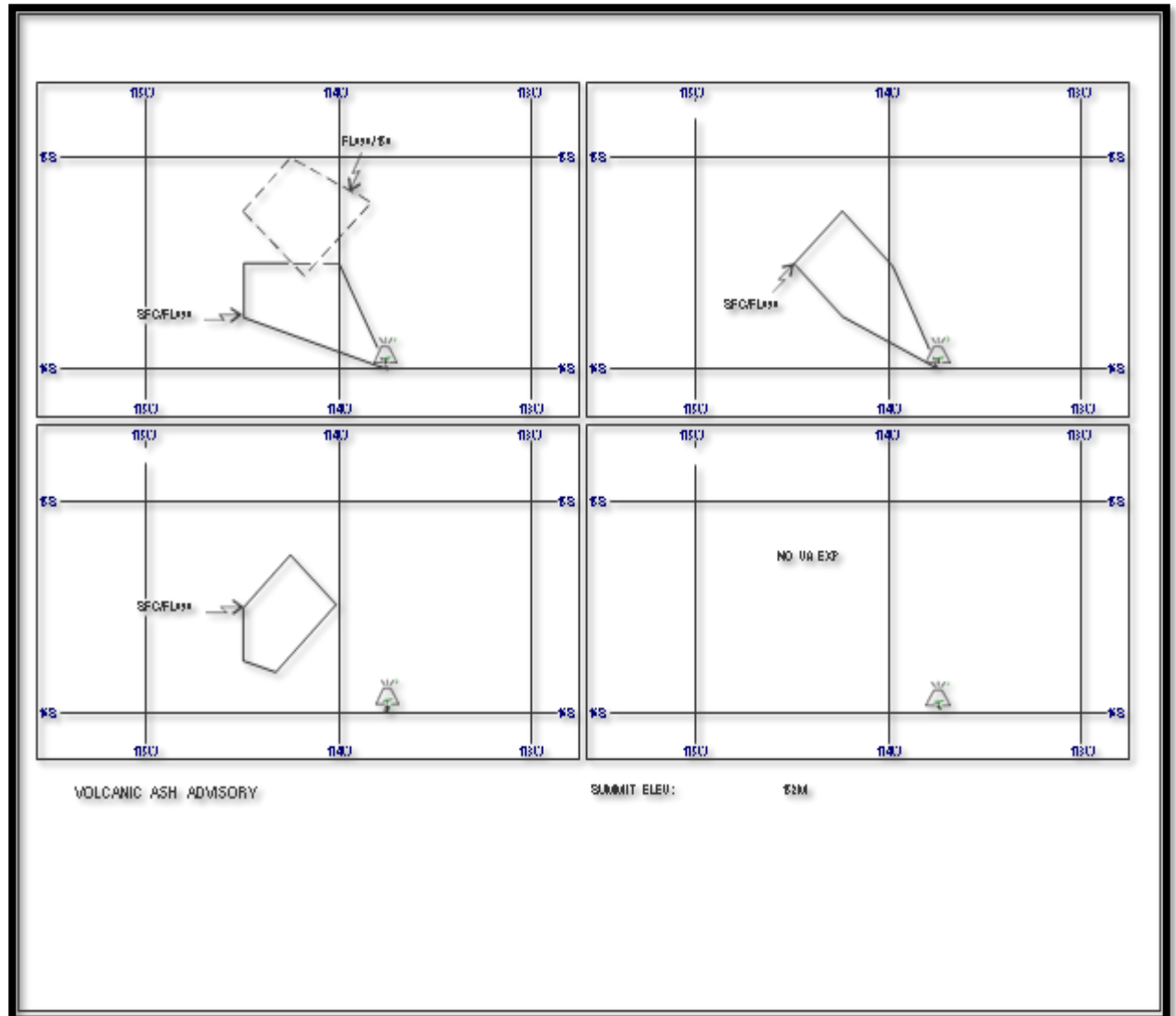
## TROPICAL CYCLONE ADVISORY INFORMATION IN GRAPHICAL FORMAT MODEL TCG





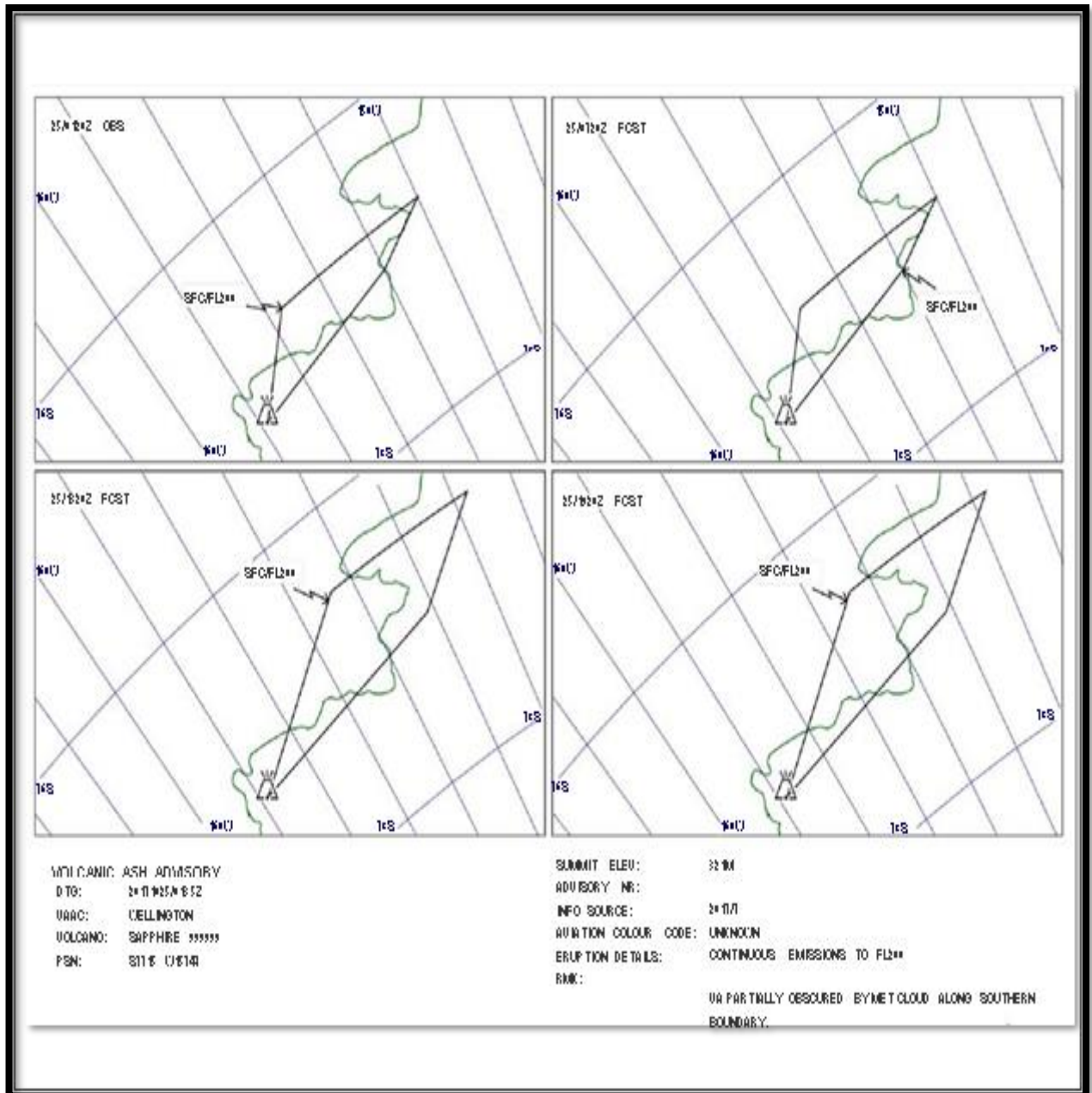
## VOLCANIC ASH ADVISORY INFORMATION IN GRAPHICAL FORMAT

MODEL VAG

*Example 1. Mercator projection*

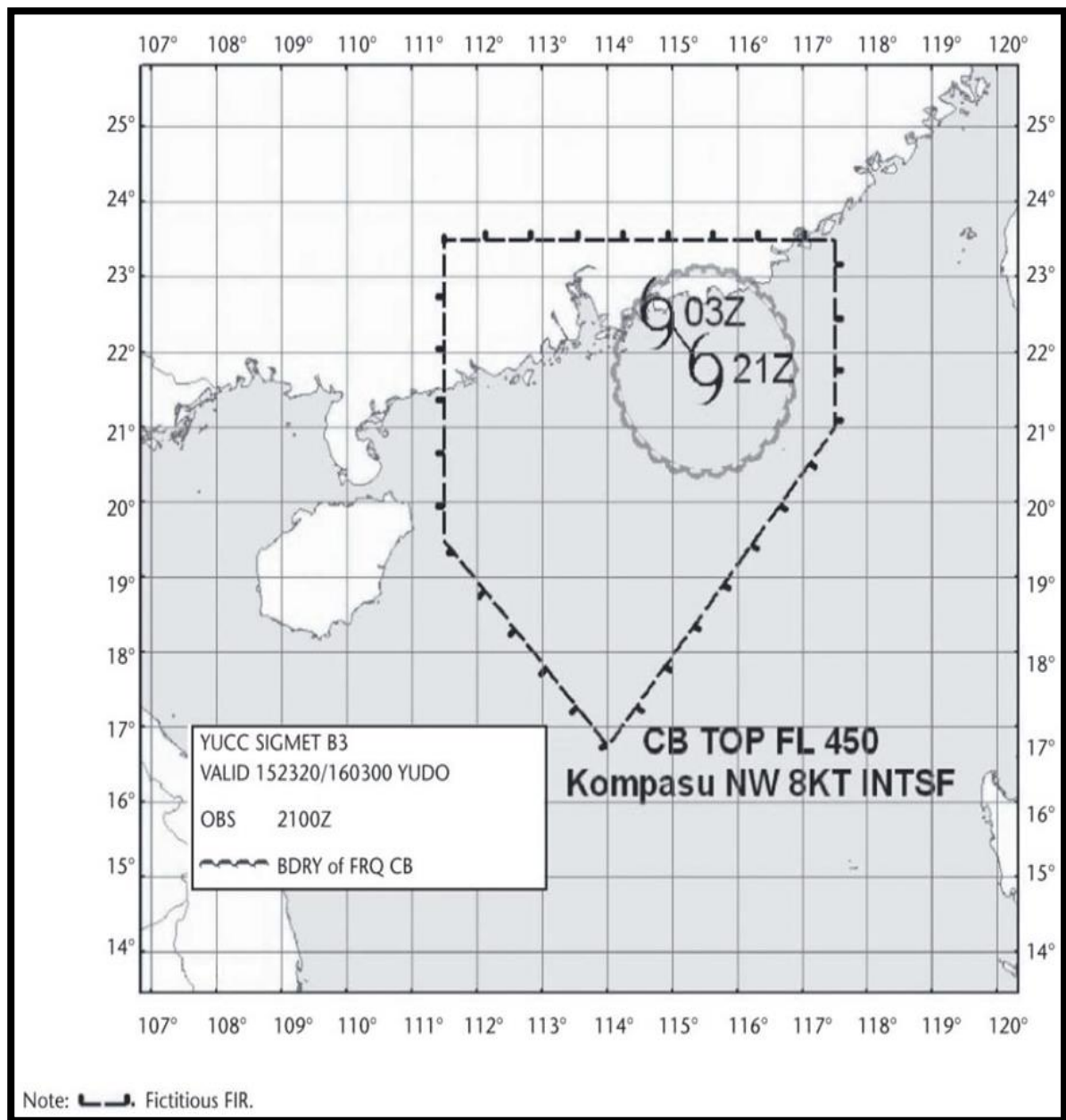
## VOLCANIC ASH ADVISORY INFORMATION IN GRAPHICAL FORMAT

MODEL VAG

*Example 2. Polar stereographic projection*

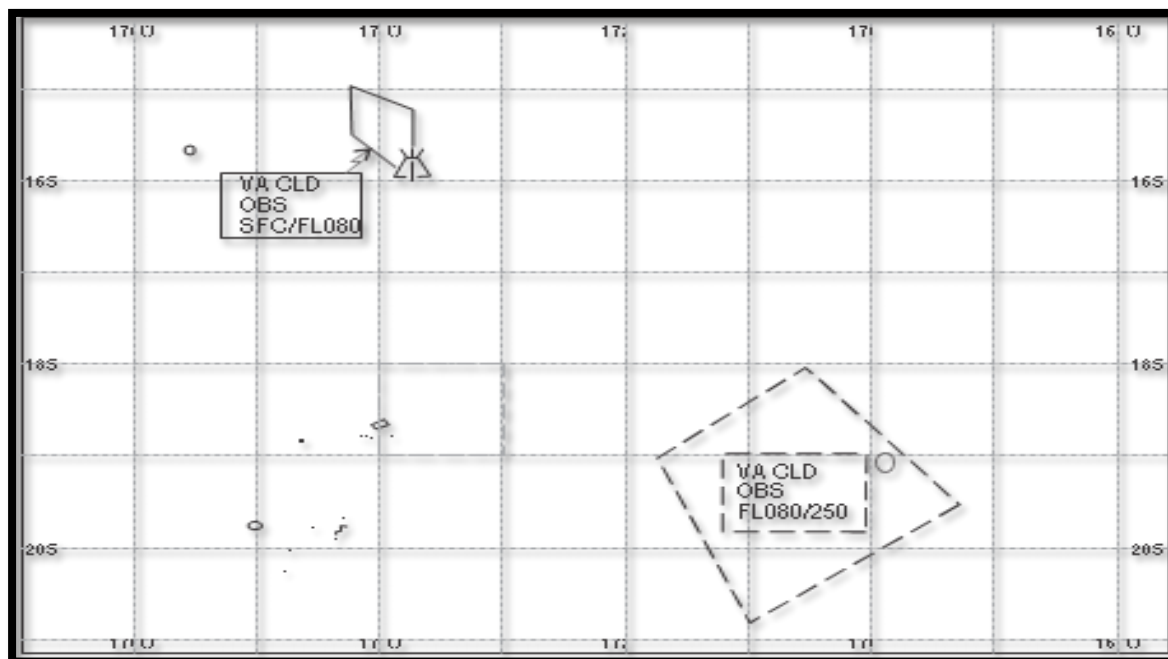
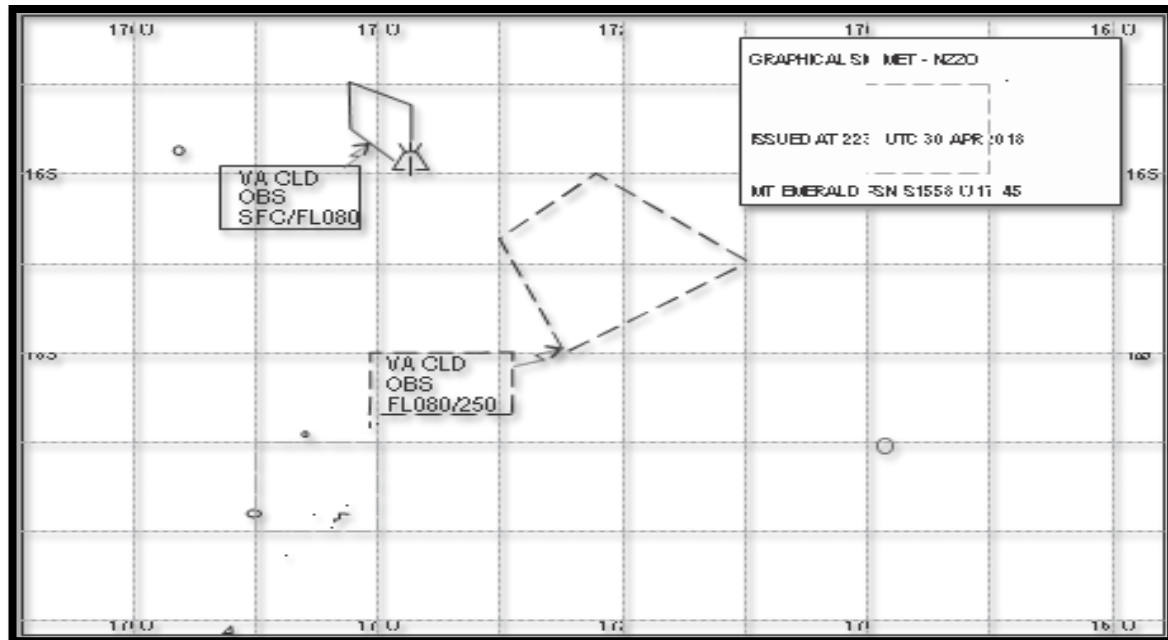
SIGMET FOR TROPICAL CYCLONE IN GRAPHICAL FORMAT

MODEL STC



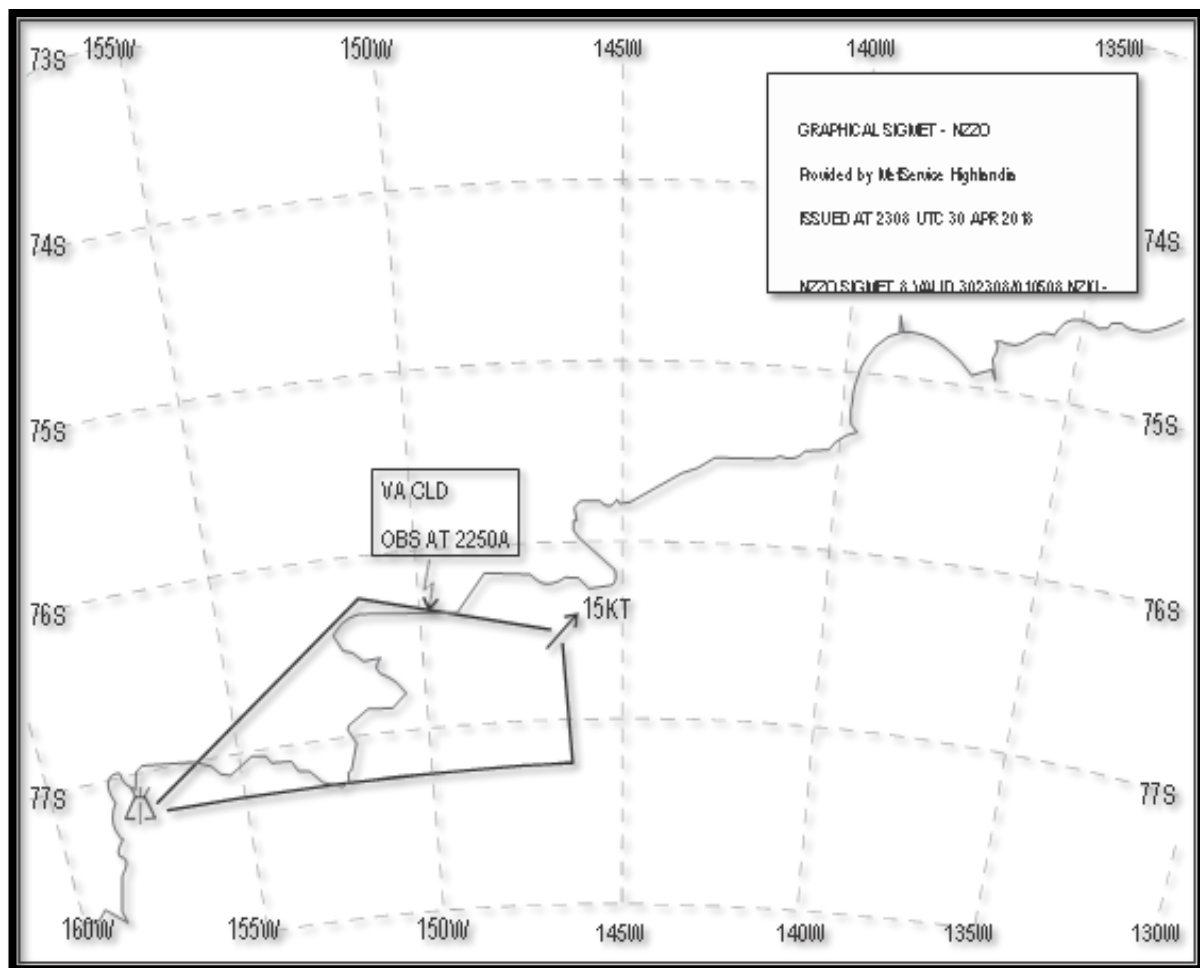
## SIGMET FOR VOLCANIC ASH IN GRAPHICAL FORMAT

MODEL VAG

*Example 1. Mercator projection*

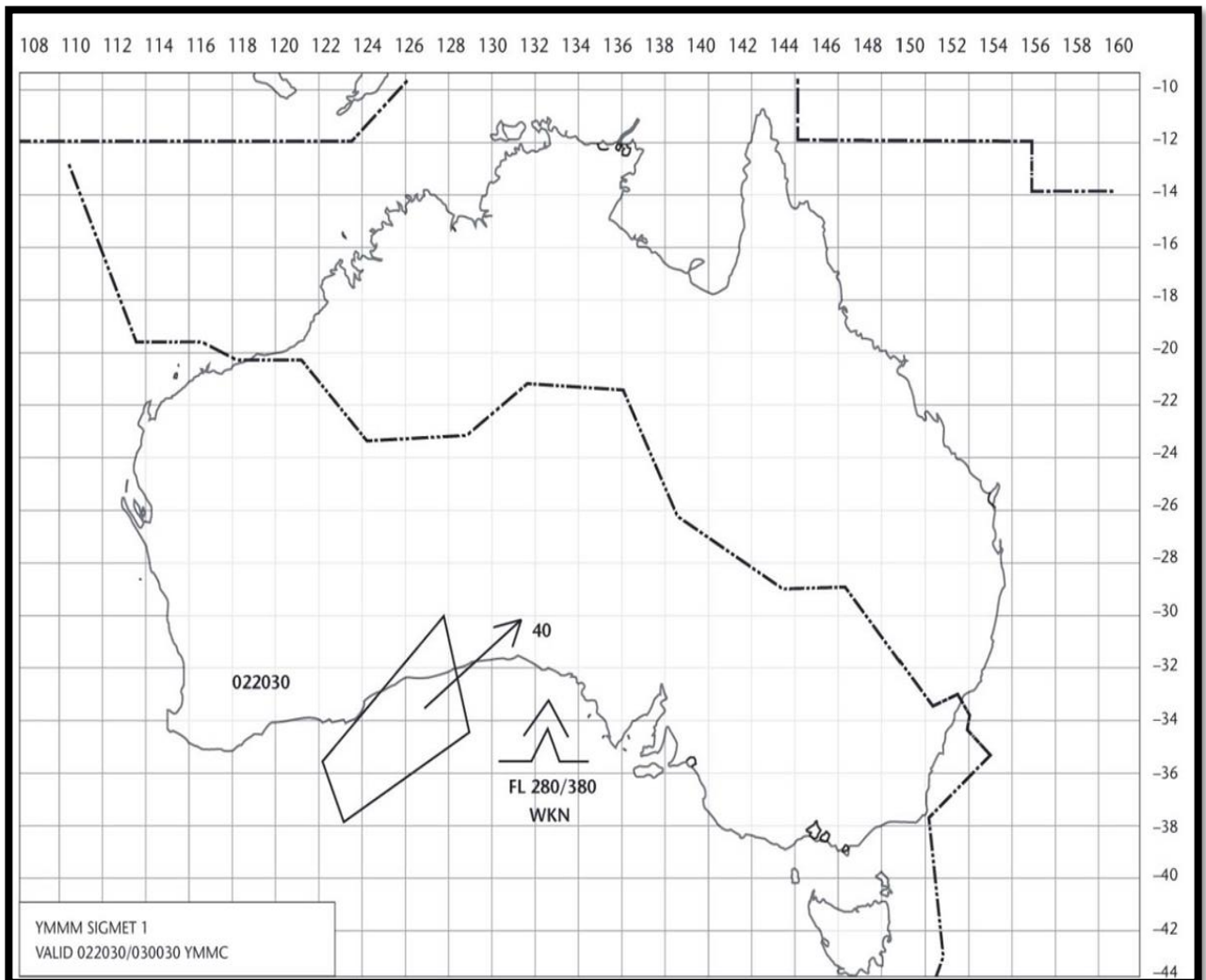
## SIGMET FOR VOLCANIC ASH IN GRAPHICAL FORMAT

MODEL SVA

*Example 1. Polar stereographic projection*

SIGMET FOR PHENOMENA OTHER THAN TROPICAL CYCLONE  
AND VOLCANIC ASH IN GRAPHICAL FORMAT

MODEL SGE





## SHEET OF NOTATIONS USED IN FLIGHT DOCUMENTATION

## MODEL SN

## 1. Symbols for significant weather

	Tropical cyclone		Drizzle
	Severe squall line*		Rain
	Moderate turbulence		Snow
	Severe turbulence		Shower
	Mountain waves		Hail
	Moderate aircraft icing		Widespread blowing snow
	Severe aircraft icing		Severe sand or dust haze
	Widespread fog		Widespread sandstorm or duststorm
	Radioactive materials in the atmosphere**		Widespread haze
	Volcanic eruption***		Widespread mist
	Mountain obscuration		Widespread smoke
			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 the 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 Models 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	= 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.
Interrupted by wind arrow and flight level	= height in flight levels of tropopause at spot locations, e.g. 122. 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 (hundreds of feet) or metres
	Note: 0°C level may also be indicated by 0°-250, 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 feathers 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.

## APPENDIX 2. TECHNICAL SPECIFICATIONS RELATED TO GLOBAL SYSTEMS, SUPPORTING CENTRES AND METEOROLOGICAL OFFICES

### SECTION-3 – PROVISION OF METEOROLOGICAL INFORMATION

#### 1. WORLD AREA FORECAST SYSTEM

##### 1.1 Formats and codes

World area forecast centers (WAFCs) shall adopt uniform formats and codes for the supply of forecasts.

##### 1.2 Upper-air gridded forecasts

1.2.1 The forecasts of upper winds; upper-air temperature; and humidity; direction, speed and flight level of maximum wind; flight level and temperature of tropopause, areas of cumulonimbus clouds, icing, turbulence, and geopotential altitude of flight levels shall be prepared four times a day by a WAFC and shall be valid for fixed valid times at 6, 9, 12, 15, 18, 21, 24, 27, 30, 33 and 36 hours after the time (0000, 0600, 1200 and 1800 UTC) of the synoptic data on which the forecasts were based. Each forecast shall be disseminated as soon as technically feasible but not later than 5 hours after standard time of observation.

1.2.2 The grid point forecasts prepared by a WAFC shall comprise:

- a) wind and temperature data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 210 (450 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 320 (275 hPa), 340 (250 hPa), 360 (225 hPa), 390 (200 hPa), 410 (175 hPa), 450 (150 hPa), 480 (125 hPa) and 530 (100 hPa);
- b) flight level and temperature of tropopause;
- c) direction, speed and flight level of maximum wind;
- d) humidity data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa) and 180 (500 hPa);
- e) horizontal extent and flight levels of base and top of cumulonimbus clouds;
- f) icing for layers centered at flight levels 60 (800 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 240 (400 hPa) and 300 (300 hPa);

*Note. — Layers centered at a flight level referred to in f) have a depth of 100 hPa.*

- g) turbulence for layers centered at flight levels 100 (700 hPa), 140 (600 hPa), 180 (500 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 340 (250 hPa), 390 (200 hPa) and 450 (150 hPa); and

*Note 1. — Layers centered at a flight level referred to in g) have a depth of 100 hPa for flight levels below 240, then 50 hPa for flight levels 240 and above.*

*Note 2. — Turbulence referred to in g) above encompasses all types of turbulence, including clear-air and in-cloud turbulence.*

geopotential altitude data for flight levels 50 (850 hPa), 80 (750 hPa), 100 (700 hPa), 140 (600 hPa), 180 (500 hPa),

- h) 210 (450 hPa), 240 (400 hPa), 270 (350 hPa), 300 (300 hPa), 320 (275 hPa), 340 (250 hPa), 360 (225 hPa), 390 (200 hPa), 410 (175 hPa), 450 (150 hPa), 480 (125 hPa) and 530 (100 hPa).



*Note. — The exact pressure levels (hPa) for a), d), f), g), and h) are provided in the Manual of Aeronautical Meteorological Practice (Doc 8896).*

1.2.3 The foregoing grid point forecasts shall be issued by a WAFC in binary code form using the GRIB code form prescribed by the World Meteorological Organization (WMO).

*Note. — The GRIB code form is contained in the Manual on Codes (WMO-No. 306), Volume I.2, Part B — Binary Codes.*

1.2.4 The foregoing grid point forecasts a), b), c), d) and h) shall be prepared by a WAFC in a regular grid with a horizontal resolution of 1.25° of latitude and longitude.

1.2.5 The foregoing grid point forecasts e), f) and g) shall be prepared by a WAFC in a regular grid with a horizontal resolution of 0.25° of latitude and longitude.

### 1.3 Significant weather (SIGWX) forecasts

- General provisions

1.3.1.1 Forecasts of significant en-route weather phenomena shall be prepared as SIGWX forecasts four times a day by a WAFC and shall be valid for fixed valid times at 24 hours after the time (0000, 0600, 1200 and 1800 UTC) of the synoptic data on which the forecasts were based. Each forecast shall be disseminated as soon as technically feasible but not later than 7 hours after standard time of observation under normal operations and not later than 9 hours after standard time of observation during backup operations.

1.3.1.2 SIGWX forecasts shall be issued in binary code form using the BUFR code form prescribed by WMO.

*Note. — The BUFR code form is contained in the Manual on Codes (WMO-No. 306), Volume I.2, Part B — Binary Codes.*

1.3.1.3 **Recommendation.** — *As of 4 November 2021, in addition to 1.3.1.2, SIGWX forecasts should be disseminated in IWXXM GML form.*

*Note 1. — Guidance on the implementation of IWXXM is provided in the Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2. — Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

- Types of SIGWX forecasts

SIGWX forecasts shall be issued as high-level SIGWX forecasts for flight levels between 250 and 630.

*Note. — Medium-level SIGWX forecasts for flight levels between 100 and 250 for limited geographical areas will continue to be issued until such time that flight documentation to be generated from the gridded forecasts of cumulonimbus clouds, icing and turbulence fully meets user requirements.*

- Items included in SIGWX forecasts

SIGWX forecasts shall include the following items:

- a) tropical cyclone provided that the maximum of the 10-minute mean surface wind speed is expected to reach or exceed 17 m/s (34 kts);
- b) severe squall lines;
- c) moderate or severe turbulence (in cloud or clear-air);
- d) moderate or severe icing;
- e) widespread sandstorm/duststorm;
- f) cumulonimbus clouds associated with thunderstorms and with a) to e);

*Note. — Non-convective cloud areas associated with in-cloud moderate or severe turbulence and/or moderate or severe icing are to be included in the SIGWX forecasts.*

- g) flight level of tropopause;
- h) jet streams;
- i) information on the location of volcanic eruptions that are producing ash clouds of significance to aircraft operations, comprising: volcanic eruption symbol at the location of the volcano and, in a separate text box on the chart, the 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”; and
- j) information on the location of a release of radioactive materials into the atmosphere of significance to aircraft operations, comprising: the radioactive materials in the atmosphere symbol at the location of the release and, in a separate text box on the chart, the radioactive materials in the atmosphere symbol, latitude/longitude of the site of the release, and (if known) the name of 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”.

*Note 1. — Medium-level SIGWX forecasts include all the items above.*

*Note 2. — Items to be included in low-level SIGWX forecasts (i.e. flight levels below 100) are included in Appendix 5.*

- Criteria for including items in SIGWX forecasts

The following criteria shall be applied for SIGWX forecasts:

- a) items a) to f) in 1.3.3 shall only be included if expected to occur between the lower and upper levels of the SIGWX forecast;
- b) the abbreviation “CB” shall only be included when it refers to the occurrence or expected occurrence of cumulonimbus clouds:
  - 1) affecting an area with a maximum spatial coverage of 50 per cent or more of the area concerned;
  - 2) along a line with little or no space between individual clouds; or
  - 3) embedded in cloud layers or concealed by haze;
- c) the inclusion of “CB” shall be understood to include all weather phenomena normally associated with cumulonimbus clouds, i.e. thunderstorm, moderate or severe icing, moderate or severe turbulence and hail;
- d) where a volcanic eruption or a release of radioactive materials into the atmosphere warrants the inclusion of the volcanic eruption symbol or the radioactive materials in the atmosphere symbol in SIGWX forecasts, the symbols shall be included on SIGWX forecasts irrespective of the height to which the ash column or radioactive material is reported or expected to reach; and

- e) in the case of co-incident or the partial overlapping of items a), i) and j) in 1.3.3, the highest priority shall be given to item i), followed by items j) and a). The item with the highest priority shall be placed at the location of the event, and an arrow shall be used to link the location of the other item(s) to its associated symbol or text box.

## 2. AERODROME METEOROLOGICAL OFFICES

### 2.1 Use of world area forecast system (WAFS) products

2.1.1 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 meteorological authority and the operator concerned.

2.1.2 In order to ensure uniformity and standardization of flight documentation, the WAFS GRIB and BUFR data received and, as of 4 November 2021, IWXXM data received, shall be decoded into standard WAFS charts in accordance with relevant provisions in this CAR, and the meteorological content and identification of the originator of the WAFS forecasts shall not be amended.

### 2.2 Notification of WAFC concerning significant discrepancies

Aerodrome meteorological offices using WAFS BUFR or, as of 4 November 2021, 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.

The WAFC receiving the message shall acknowledge its receipt to the originator, together with a brief comment on the report and any action taken, using the same means of communication employed by the originator.

*Note. — Guidance on reporting significant discrepancies is provided in the Manual of Aeronautical Meteorological Practice (Doc 8896).*

## 3. VOLCANIC ASH ADVISORY CENTRES

### 3.1 Volcanic ash advisory information

3.1.1 The advisory information on volcanic ash issued in abbreviated plain language, using approved ICAO abbreviations and numerical values of self-explanatory nature, shall be in accordance with the template shown in Table A2-1. When no approved ICAO abbreviations are available, English plain language text, to be kept to a minimum, shall be used.

3.1.2 **Recommendation.** — *Until 4 November 2020, volcanic ash advisory information should be disseminated in IWXXM GML form in addition to the dissemination of this advisory information in accordance with 3.1.1.*

3.1.2 As of 5 November 2020, volcanic ash advisory information shall be disseminated in IWXXM GML form in addition to the dissemination of this advisory information in accordance with 3.1.1.

*Note 1. — The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representation Derived from Data Models. Guidance on the implementation of IWXXM is provided in the Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2. — Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

3.1.3 The volcanic ash advisory information listed in Table A2-1, when prepared in graphical format, shall be as specified in Appendix 1 and issued using the portable network graphics (PNG) format.

#### 4. STATE VOLCANO OBSERVATORIES

##### 4.1 Information from State volcano observatories

**Recommendation.** — *The information required to be sent by State volcano observatories to their associated area control centers (ACCs)/flight information centers (FICs), meteorological watch office (MWO) and VAAC should comprise:*

- a) for significant pre-eruption volcanic activity: the date/time (UTC) of report; name and, if known, number of the volcano; location (latitude/longitude); and description of volcanic activity; and*
- b) for volcanic eruption: the date/time (UTC) of report and time of eruption (UTC) if different from time of report; name and, if known, number of the volcano; location (latitude/longitude); and description of the eruption including whether an ash column was ejected and, if so, an estimate of height of ash column and the extent of any visible volcanic ash cloud, during and following an eruption; and*
- c) for volcanic eruption cessation: the date/time (UTC) of report and time of eruption cessation (UTC); name and, if known, number of the volcano; and location (latitude/longitude).*

*Note 1. — Pre-eruption volcanic activity in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.*

*Note 2. — The State volcano observatories may use the Volcano Observatory Notice for Aviation (VONA) format to send information to their associated ACCs/FICs, MWO and VAAC. The VONA format is included in the Handbook on the International Airways Volcano Watch (IAVW) — Operational Procedures and Contact List (Doc 9766) which is available on the ICAO website.*

#### 5. TROPICAL CYCLONE ADVISORY CENTRES

##### 5.1 Tropical cyclone advisory information

5.1.1 The advisory information on tropical cyclones shall be issued for tropical cyclones when the maximum of the 10-minute mean surface wind speed is expected to reach or exceed 17 m/s (34 kt) during the period covered by the advisory.

5.1.2 The advisory information on tropical cyclones disseminated in abbreviated plain language, using approved ICAO abbreviations and numerical values of self-explanatory nature, shall be in accordance with the template shown in Table A2-2.

**5.1.3 Recommendation.** — *Until 4 November 2020, tropical cyclone advisory information should be disseminated in IWXXM GML form in addition to the dissemination of this advisory information in accordance with 5.1.2.*

**5.1.3** As of 5 November 2020, tropical cyclone advisory centers shall disseminate tropical cyclone advisory information in IWXXM GML form in addition to the dissemination of this advisory information in abbreviated plain language in accordance with 5.1.2.

*Note 1.* — *The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representation Derived from Data Models. Guidance on the implementation of IWXXM is provided in Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2.* — *Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

**5.1.4** The tropical cyclone advisory information listed in Table A2-2, when prepared in graphical format, shall be as specified in Appendix 1 and issued using the PNG format.

## 6. SPACE WEATHER CENTRES

### 6.1 Space weather advisory information

**6.1.1 Recommendation.** — *Advisory information on space weather should be issued in abbreviated plain language, using approved ICAO abbreviations and numerical values of self-explanatory nature, and should be in accordance with the template shown in Table A2-3. When no approved ICAO abbreviations are available, English plain language text, to be kept to a minimum, should be used.*

**6.1.2 Recommendation.** — *As of 7 November 2019, and until 4 November 2020, space weather advisory information should be disseminated in IWXXM GML for, in addition to the dissemination of space weather advisory information in abbreviated plain language in accordance with 6.1.1.*

**6.1.2** As of 5 November 2020, space weather advisory information shall be disseminated in IWXXM GML form, in addition to the dissemination of this advisory information in abbreviated plain language in accordance with 6.1.1.

*Note 1.* — *The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representations Derived from Data Models. Guidance on the implementation of IWXXM is provided in the Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2.* — *Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

**6.1.3 Recommendation.** — *One or more of the following space weather effects should be included in the spaceweather advisory information, using their respective abbreviations as indicated below:*

*HF communications (propagation, absorption)*

*HF COM*

*Communications via satellite (propagation, absorption)*

*SATCOM*

GNSS-based navigation and surveillance (degradation)  
radiation at flight levels (increased exposure)

GNSS  
RADIATION

**6.1.4 Recommendation.** — *The following intensities should be included in space weather advisory information, using their respective abbreviations as indicated below:*

moderate  
severe

MOD  
SEV

*Note.* — *Guidance on the use of these intensities is provided in the Manual on Space Weather Information in Support of International Air Navigation (Doc 10100).*

**6.1.5 Recommendation.** — *Updated advisory information on space weather phenomena should be issued as necessary but at least every six hours until such time as the space weather phenomena are no longer detected and/or are no longer expected to have an impact.*

**Table A2-1. Template for advisory message for volcanic ash**

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

*Note 1.* — *The ranges and resolutions for the numerical elements included in advisory messages for volcanic ash are shown in Appendix 6, Table A6-4.*

*Note 2.* — *The explanations for the abbreviations can be found in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400).*

*Note 3.* — *Inclusion of a colon after each element heading is mandatory.*

*Note 4.* — *The numbers 1 to 19 are included only for clarity and are not part of the advisory message, as shown in the examples.*

Element	Detailed content	Template(s)	Examples
1 Identification of the type of message (M)	Type of message	VA ADVISORY	VA ADVISORY
2 Status indicator (C) <sup>1</sup>	Indicator of test or exercise	STATUS: TEST or EXER	STATUS: TEST EXER
3 Time of origin (M)	Year, month, day and time in UTC	DTG: nnnnnnnnnnnZ	DTG: 200809230130Z

Element	Detailed content	Template(s)	Examples
4	Name of VAAC (M)	VAAC: nnnnnnnnnnn	VAAC: TOKYO
5	Name of volcano (M)	VOLCANO: nnnnnnnnnnnnnnnnnnn [nnnnn] or UNKNOWN or UNNAMED	VOLCANO: KARYMSKY 300130  UNNAMED  UNKNOWN
6	Location of volcano (M)	PSN: Nnnnn or Snnnn Wnnnnn or Ennnnn or UNKNOWN	PSN: N5403 E15927  UNKNOWN
7	State or region (M)	AREA: Nnnnnnnnnnnnnnn Or UNKNOWN	AREA: RUSSIA  UNKNOWN
8	Summit elevation (M)	SUMMIT ELEV: nnnnM (or nnnnnFT) or SFC or UNKNOWN	SUMMIT ELEV: 1536M  SFC
9	Advisory number (M)	ADVISORY NR: nnnn/[n][n][n]	ADVISORY NR: 2008/4
10	Information source (M)	INFO SOURCE: Free text up to 32 characters	INFO SOURCE: HIMAWARI-8 KVERT KEMSD
11	Colour code (O)	AVIATION COLOUR CODE: RED or ORANGE or YELLOW or GREEN or UNKNOWN or NOT GIVEN or NIL	AVIATION COLOUR CODE: RED
12	Eruption details (M)	ERUPTION DETAILS: Free text up to 64 characters or UNKNOWN	ERUPTION DETAILS: ERUPTION AT 20080923/0000Z FL300 REPORTED  NO ERUPTION - RE- SUSPENDED VA <sup>6</sup>  UNKNOWN
13	Time of observation (or estimation) of ash (M)	OBS (or EST) VA DTG: nn/nnnnZ	OBS VA DTG: 23/0100Z
14	Observed or estimated ash cloud (M)	OBS VA CLD or EST VA CLD:  TOP FLnnn or SFC/FLnnn or FLnnn/nnn [nnKM WID LINE <sup>3</sup> BTN (nnNM WID LINE 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) – Nnn(nn) or Snn(nn) Wnnn(nn) or Ennn(nn)] MOV N nnKMH (or KT) or MOV NE nnKMH (or KT) or MOV E nnKMH (or KT) or MOV SE nnKMH (or KT) or MOV S nnKMH (or KT) or MOV SW nnKMH (or KT) or MOV W nnKMH (or KT) or MOV NW nnKMH (or KT) <sup>4</sup> or VA NOT IDENTIFIABLE FM SATELLITE DATA WIND FLnnn/nnn nnn/nn(n)MPS (or KT) <sup>5</sup> or WIND FLnnn/nnn VRBnnMPS (or KT) or WIND SFC/FLnnn nnn/nn(n)MPS (or KT) or WIND SFC/FLnnn VRBnnMPS (or KT)	OBS VA CLD: FL250/300 N5400 E15930 – N5400 E16100 – N5300 E15945 MOV SE 20KT SFC/FL200 N5130 E16130 – N5130 E16230 – N5230 E16230 – N5230 E16130 MOV SE 15KT  TOP FL240 MOV W 40KMH  VA NOT IDENTIFIABLE FM SATELLITE DATA WIND FL050/070 180/12MPS

Element	Detailed content	Template(s)	Examples
15	Forecast height and position of the ash clouds (+6 HR) (M)  Forecast height and position (in degrees and minutes) for each cloud mass for that fixed valid time	FCST VA CLD +6 HR: nn/nnnnZ SFC or FLnnn[FL]nnn [nnKM WID LINE <sup>2</sup> BTN (nnNM WID LINE 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) – Nnn(nn) or Snn(nn) Wnnn(nn) or Ennn(nn)] <sup>6</sup> or NO VA EXP or NOT AVBL or NOT PROVIDED	FCST VA CLD +6 HR: 230700Z FL250/350 N5130 E16030 – N5130 E16230 – N5330 E16230 – N5330 E16030 SFC/FL180 N4830 E16330 – N4830 E16630 – N5130 E16630 – N5130 E16330  NO VA EXP  NOT AVBL  NOT PROVIDED
16	Forecast height and position of the ash clouds (+12 HR) (M)  Forecast height and position (in degrees and minutes) for each cloud mass for that fixed valid time	FCST VA CLD +12 HR: nn/nnnnZ SFC or FLnnn[FL]nnn [nnKM WID LINE <sup>2</sup> BTN (nnNM WID LINE 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) – Nnn(nn) or Snn(nn) Wnnn(nn) or Ennn(nn)] <sup>6</sup> or NO VA EXP or NOT AVBL or NOT PROVIDED	FCST VA CLD +12 HR: 231300Z SFC/FL270 N4830 E16130 – N4830 E16600 – N5300 E16600 – N5300 E16130  NO VA EXP  NOT AVBL  NOT PROVIDED
17	Forecast height and position of the ash clouds (+18 HR) (M)  Forecast height and position (in degrees and minutes) for each cloud mass for that fixed valid time	FCST VA CLD +18 HR: nn/nnnnZ SFC or FLnnn[FL]nnn [nnKM WID LINE <sup>2</sup> BTN (nnNM WID LINE 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) – Nnn(nn) or Snn(nn) Wnnn(nn) or Ennn(nn)] <sup>6</sup> or NO VA EXP or NOT AVBL or NOT PROVIDED	FCST VA CLD +18 HR: 231900Z  NO VA EXP  NOT AVBL  NOT PROVIDED
18	Remarks (M)  Remarks, as necessary	RMK:  Free text up to 256 characters or NIL	RMK:  LATEST REP FM KVERT (0120Z) INDICATES ERUPTION HAS CEASED. TWO DISPERSING VA CLD ARE EVIDENT ON SATELLITE IMAGERY  RE-SUSPENDED VA <sup>6</sup>  NIL
Element	Detailed content	Template(s)	Examples
19	Next advisory (M)  Year, month, day and time in UTC	NXT ADVISORY: nnnnnnnn/nnnnZ or NO LATER THAN nnnnnnnn/nnnnZ or NO FURTHER ADVISORIES or WILL BE ISSUED BY nnnnnnnn/nnnnZ	NXT ADVISORY: 20080923/0730Z  NO LATER THAN nnnnnnnn/nnnnZ  NO FURTHER ADVISORIES  WILL BE ISSUED BY nnnnnnnn/nnnnZ

Notes. —

- 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". [Applicable 7 November 2019]
- International Association of Volcanology and Chemistry of the Earth's Interior (IAVCEI).
- A straight line between two points drawn on a map in the Mercator projection or a straight line between two points which crosses lines of longitude at a constant angle.
- Up to 4 selected layers.
- If ash reported (e.g. AIREP) but not identifiable from satellite data.
- To be included (as free text) only for those situations where volcanic ash has been re-suspended.
- To be included (as free text) where space in the remarks section allows.



**Example A2-1. Advisory message for volcanic ash**

<b>VA ADVISORY</b>	
DTG:	20080923/0130Z
VAAC:	TOKYO
VOLCANO:	KARYMSKY 300130
PSN:	N5403 E15927
AREA:	RUSSIA
SUMMIT ELEV:	1536M
ADVISORY NR:	2008/4
INFO SOURCE:	HIMAWARI-8 KVERT KEMSD
AVIATION COLOUR CODE:	RED
ERUPTION DETAILS:	ERUPTION AT 20080923/0000Z FL300 REPORTED
OBS VA DTG:	23/0100Z
OBS VA CLD:	FL250/300 N5400 E15930 – N5400 E16100 – N5300 E15945 MOV SE 20KT SFC/FL200 N5130 E16130 – N5130 E16230 – N5230 E16230 – N5230 E16130 MOV SE 15KT
FCST VA CLD +6 HR:	23/0700Z FL250/350 N5130 E16030 – N5130 E16230 – N5330 E16230 – N5330 E16030 SFC/FL180 N4830 E16330 – N4830 E16630 – N5130 E16630 – N5130 E16330
FCST VA CLD +12 HR:	23/1300Z SFC/FL270 N4830 E16130 – N4830 E16600 – N5300 E16600 – N5300 E16130
FCST VA CLD +18 HR:	23/1900Z NO VA EXP
RMK:	LATEST REP FM KVERT (0120Z) INDICATES ERUPTION HAS CEASED. TWO DISPERSING VA CLD ARE EVIDENT ON SATELLITE IMAGERY
NXT ADVISORY:	20080923/0730Z

**Table A2-2. Template for advisory message for tropical cyclones**

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

Note 1.— The ranges and resolutions for the numerical elements included in advisory messages for tropical cyclones are shown in Appendix 6, Table A6-4.

Note 2.— The explanations for the abbreviations can be found in the PANS-ABC (Doc 8400).

Note 3.— Inclusion of a colon after each element heading is mandatory.

Note 4.— The numbers 1 to 21 are included only for clarity and are not part of the advisory message, as shown in the examples.

Element	Detailed content	Template(s)	Examples
1 Identification of the type of message (M)	Type of message	TC ADVISORY	TC ADVISORY
2 Status indicator (C) <sup>1</sup>	Indicator of test or exercise	STATUS: TEST or EXER	STATUS: TEST EXER
3 Time of origin (M)	Year, month, day and time in UTC of issue	DTG: nnnnnnn/nnnnZ	DTG: 20040925/1900Z
4 Name of TCAC (M)	Name of TCAC (location indicator or full name)	TCAC: nnnn or nnnnnnnnnn	TCAC: YUFO <sup>2</sup> MIAMI
5 Name of tropical cyclone (M)	Name of tropical cyclone or "NN" for unnamed tropical cyclone	TC: nnnnnnnnnnn or NN	TC: GLORIA
6 Advisory number (M)	Year in full and message number (separate sequence for each cyclone)	ADVISORY NR: nnnn[n][n][n]n	ADVISORY NR: 2004/13
7 Observed position of the centre (M)	Day and time in UTC and position of the centre of the tropical cyclone (in degrees and minutes)	OBS PSN: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]	OBS PSN: 25/1800Z N2706 W07306
8 Observed CB cloud <sup>3</sup> (O)	Location of CB cloud (referring to latitude and longitude (in degrees and minutes)) and vertical extent (flight level)	CB: Wl nnnKM (or nnnNM) OF TC CENTRE or Wl <sup>4</sup> 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]] and TOP [ABV or BLW] FLnnn NIL	CB: Wl 250NM OF TC CENTRE TOP FL500  NIL
9 Direction and speed of movement (M)	Direction and speed of movement given in sixteen compass points and km/h (or kt), respectively, or stationary (< 2 km/h {1 kt})	MOV: N nnKMh (or KT) or NNE nnKMh (or KT) or NE nnKMh (or KT) or ENE nnKMh (or KT) or E nnKMh (or KT) or ESE nnKMh (or KT) or SE nnKMh (or KT) or SSE nnKMh (or KT) or S nnKMh (or KT) or SSW nnKMh (or KT) or SW nnKMh (or KT) or WSW nnKMh (or KT) or W nnKMh (or KT) or WNW nnKMh (or KT) or NW nnKMh (or KT) or NNW nnKMh (or KT) or STNR	MOV: NW 20KMh
10 Changes in intensity (M)	Changes of maximum surface wind speed at time of observation	INTST CHANGE: INTSF or WKN or NC	INTST CHANGE: INTSF
11 Central pressure (M)	Central pressure (in hPa)	C: nnnhPa	C: 965hPa
12 Maximum surface wind (M)	Maximum surface wind near the centre (mean over 10 minutes, in m/s (or kt))	MAX WIND: nn(n)MPS (or nn(n)KT)	MAX WIND: 22MPS
13 Forecast of centre position (+6 HR) (M)	Day and time (in UTC) (6 hours from the "DTG" given in Item 3);  Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +6 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]	FCST PSN +6 HR: 25/2200Z N2748 W07350
14 Forecast of maximum surface wind (+6 HR) (M)	Forecast of maximum surface wind (6 hours after the "DTG" given in Item 3)	FCST MAX WIND +6 HR: nn(n)MPS (or nn(n)KT)	FCST MAX WIND +6 HR: 22MPS
15 Forecast of centre position (+12 HR) (M)	Day and time (in UTC) (12 hours from the "DTG" given in Item 3);  Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +12 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]	FCST PSN +12 HR: 26/0400Z N2830 W07430
16 Forecast of maximum surface wind (+12 HR) (M)	Forecast of maximum surface wind (12 hours after the "DTG" given in Item 3)	FCST MAX WIND +12 HR: nn(n)MPS (or nn(n)KT)	FCST MAX WIND +12 HR: 22MPS
17 Forecast of centre position (+18 HR) (M)	Day and time (in UTC) (18 hours from the "DTG" given in Item 3);  Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +18 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]	FCST PSN +18 HR: 26/1000Z N2852 W07500
18 Forecast of maximum surface wind (+18 HR) (M)	Forecast of maximum surface wind (18 hours after the "DTG" given in Item 3)	FCST MAX WIND +18 HR: nn(n)MPS (or nn(n)KT)	FCST MAX WIND +18 HR: 21MPS
19 Forecast of centre position (+24 HR) (M)	Day and time (in UTC) (24 hours from the "DTG" given in Item 3);  Forecast position (in degrees and minutes) of the centre of the tropical cyclone	FCST PSN +24 HR: nn/nnnnZ Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]	FCST PSN +24 HR: 26/1600Z N2912 W07530

20	Forecast of maximum surface wind (+24 HR) (M)	Forecast of maximum surface wind (24 hours after the "DTG" given in Item 3)	FCST MAX WIND +24 HR: nn(n)MPS (or nn(n)KT)	FCST MAX WIND +24 HR: 20MPS
21	Remarks (M)	Remarks, as necessary	RMK: Free text up to 256 characters or NIL	RMK: NIL
22	Expected time of issuance of next advisory (M)	Expected year, month, day and time (in UTC) of issuance of next advisory	NXT MSG: [BFR] nnnnnnn/nnnZ or NO MSG EXP	NXT MSG: 20040925/2000Z

Notes. —

1. 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". *[Applicable 7 November 2019]*
2. Fictitious location.
3. In the case of CB clouds associated with a tropical cyclone covering more than one area within the area of responsibility, this element can be repeated, as necessary.
4. The number of coordinates should be kept to a minimum and should not normally exceed seven.

#### Example A2-2. Advisory message for tropical cyclones

<b>TC ADVISORY</b>	
DTG:	20040925/1900Z
TCAC:	YUFO*
TC:	GLORIA
ADVISORY NR:	2004/13
OBS PSN:	25/1800Z N2706 W07306
CB:	WI 250NM OF TC CENTRE TOP FL500
MOV:	NW 20KMH
INTST CHANGE	INTSF
C:	965HPA
MAX WIND:	25MPS
FCST PSN +6 HR:	25/2200Z N2748 W07350
FCST MAX WIND +6 HR:	22MPS
FCST PSN +12 HR:	26/0400Z N2830 W07430
FCST MAX WIND +12 HR:	22MPS
FCST PSN +18 HR:	26/1000Z N2852 W07500
FCST MAX WIND +18 HR:	21MPS
FCST PSN +24 HR:	26/1600Z N2912 W07530
FCST MAX WIND +24 HR:	20MPS
RMK:	NIL
NXT MSG:	20040925/2000Z
*Fictitious location	

**Table A2-3. Template for advisory message for space weather information**

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

Note 1.— The explanations for the abbreviations can be found in the PANS-ABC (Doc 8400).

Note 2. — The spatial resolutions are shown in Attachment E.

Note 3. — Inclusion of a colon after each element heading is mandatory.

Note 4.— The numbers 1 to 14 are included only for clarity and are not part of the advisory message, as shown in the examples.

Element	Detailed content	Template(s)	Examples
1 Identification of the type of message (M)	Type of message	SWX ADVISORY	SWX ADVISORY
2 Status indicator (C) <sup>1</sup>	Indicator of test or exercise	STATUS: TEST or EXER	STATUS: TEST EXER
3 Time of origin (M)	Year, month, day and time in UTC	DTG: nnnnnnn/nnnnZ	DTG: 20161108/0100Z
4 Name of SWXC (M)	Name of SWXC	SWXC: Nnnnnnnnnnn	SWXC: DONLONP
5 Advisory number (M)	Year in full and unique message number	ADVISORY NR: nnnn[n][n][n]	ADVISORY NR: 2016/1
6 Number of advisory being replaced (C)	Number of the previously issued advisory being replaced	NR RPLC: nnnn[n][n][n]	NR RPLC: 2016/1
7 Space weather effect and intensity (M)	Effect and intensity of the space weather phenomena	SWX EFFECT: HF COM MOD or SEV [AND] <sup>2</sup> or SATCOM MOD or SEV [AND] <sup>2</sup> or GNSS MOD or SEV [AND] <sup>2</sup> or RADIATION4 MOD or SEV	SWX EFFECT: HF COM MOD SATCOM SEV GNSS SEV HF COM MOD AND SATCOM MOD AND GNSS MOD RADIATION MOD SATCOM SEV
8 Observed or expected space weather phenomena (M)	Day and time (in UTC) of observed phenomena (or forecast if phenomena have yet to occur);  Horizontal extent <sup>3</sup> (latitude bands and longitude in degrees) and/or altitude of space weather phenomena	OBS (or FCST) SWX: nn/nnnnZ DAYLIGHT SIDE or HNH and/or MNH and/or EQN and/or EQS and/or MSH and/or HSH Wnnn(nn) or Ennn(nn) – Wnnn(nn) or Ennn(nn) and/or ABV FLnnn or FLnnn – nnn and/or 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)] or	OBS SWX: 08/0100Z DAYLIGHT SIDE  08/0100Z HNH HSH E18000 – W18000  08/0100Z HNH HSH W18000 – W09000 ABV FL350  08/0100Z S2000 W17000 – S2000 W13000 – S1000

Element	Detailed content	Template(s)	Examples
		NO SWX EXP	W13000 – S1000 W17000 – S2000 W17000  NO SWX EXP
9 Forecast of the phenomena (+6 HR) (M)	Day and time (in UTC) (6 hours from the time given in item 8, rounded to the next full hour);  Forecast extent and/or altitude of the space weather phenomena for that fixed valid time	FCST SWX +6 HR: nn/nnnnZ DAYLIGHT SIDE or HNH and/or MNH and/or EQN and/or EQS and/or MSH and/or HSH Wnnn(nn) or Ennn(nn) – Wnnn(nn) or Ennn(nn) and/or ABV FLnnn or FLnnn – nnn and/or 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)] or NO SWX EXP or NOT AVBL	FCST SWX +6 HR: 08/0700Z DAYLIGHT SIDE  08/0700Z HNH HSH W18000 – W09000 ABV FL350  08/0700Z HNH HSH E18000 – W18000  NO SWX EXP NOT AVBL
10 Forecast of the phenomena (+12 HR) (M)	Day and time (in UTC) (12 hours from the time given in item 8, rounded to the next full hour);  Forecast extent and/or altitude of the space weather phenomena for that fixed valid time	FCST SWX +12 HR: nn/nnnnZ DAYLIGHT SIDE or HNH and/or MNH and/or EQN and/or EQS and/or MSH and/or HSH Wnnn(nn) or Ennn(nn) – Wnnn(nn) or Ennn(nn) and/or ABV FLnnn or FLnnn – nnn and/or 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)] or NO SWX EXP or NOT AVBL	FCST SWX +12 HR: 08/1300Z DAYLIGHT SIDE  08/1300Z HNH HSH W18000 – W09000 ABV FL350  08/1300Z HNH HSH E18000 – W18000  NO SWX EXP NOT AVBL
11 Forecast of the phenomena (+18 HR) (M)	Day and time (in UTC) (18 hours from the time given in item 8, rounded to the next full hour);  Forecast extent and/or altitude of the space weather phenomena for that fixed valid time	FCST SWX +18 HR: nn/nnnnZ DAYLIGHT SIDE or HNH and/or MNH and/or EQN and/or EQS and/or MSH and/or HSH Wnnn(nn) or Ennn(nn) – Wnnn(nn) or Ennn(nn) and/or ABV FLnnn or FLnnn – nnn and/or 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)] or NO SWX EXP or NOT AVBL	FCST SWX +18 HR: 08/1900Z DAYLIGHT SIDE  08/1900Z HNH HSH W18000 – W09000 ABV FL350  08/1900Z HNH HSH E18000 – W18000  NO SWX EXP NOT AVBL
12 Forecast of the phenomena (+24 HR) (M)	Day and time (in UTC) (24 hours from the time given in item 8, rounded to the next full hour);  Forecast extent and/or altitude of the space weather phenomena for that fixed valid time	FCST SWX +24 HR: nn/nnnnZ DAYLIGHT SIDE or HNH and/or MNH and/or EQN and/or EQS and/or MSH and/or HSH Wnnn(nn) or Ennn(nn) – Wnnn(nn) or Ennn(nn) and/or ABV FLnnn or FLnnn – nnn and/or 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)] or NO SWX EXP or NOT AVBL	FCST SWX +24 HR: 09/0100Z DAYLIGHT SIDE  09/0100Z HNH HSH W18000 – W09000 ABV FL350  09/0100Z HNH HSH E18000 – W18000  NO SWX EXP
		or NO SWX EXP or NOT AVBL	NOT AVBL
13 Remarks (M)	Remarks, as necessary	RMK:  Free text up to 256 characters or NIL	RMK:  SWX EVENT HAS CEASED  WWW.SPACEWEATHER PROVIDER.GOV  NIL
14 Next advisory (M)	Year, month, day and time in UTC	NXT ADVISORY:  nnnnnnnn/nnnnZ or NO FURTHER ADVISORIES or WILL BE ISSUED BY nnnnnnnn/nnnnZ	NXT ADVISORY:  20161108/0700Z  NO FURTHER ADVISORIES  WILL BE ISSUED BY 20210726/1800Z

**Notes. —**

- 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”. [Applicable 7 November 2019]
- Fictitious location.
- One or more effects with the same intensity may be combined.
- One or more latitude ranges may be included in the space weather advisory information.

**Example A2-3. Space weather advisory message (GNSS and HFCOM effects)**



**SWX ADVISORY**

DTG: 20161108/0100Z  
 SWXC: DONLON\*

ADVISORY NR: 2016/2  
 NR RPLC: 2016/1  
 SWX EFFECT: HF COM MOD AND GNSS MOD  
 OBS SWX: 08/0100Z HNH HSH E18000 – W18000  
 FCST SWX +6 HR: 08/0700Z HNH HSH E18000 – W18000  
 FCST SWX +12 HR: 08/1300Z HNH HSH E18000 – W18000  
 FCST SWX +18 HR: 08/1900Z HNH HSH E18000 – W18000  
 FCST SWX +24 HR: 09/0100Z NO SWX EXP  
 RMK: LOW LVL GEOMAGNETIC STORMING CAUSING INCREASED AURORAL ACT AND SUBSEQUENT MOD DEGRADATION OF GNSS AND HF COM AVBL IN THE AURORAL ZONE. THIS STORMING EXP TO SUBSIDE IN THE FCST PERIOD. SEE WWW.SPACEWEATHERPROVIDER.WEB  
 NXT ADVISORY: NO FURTHER ADVISORIES

\* Fictitious location

**Example A2-4. Space weather advisory message (RADIATION effects)**

**SWX ADVISORY**

DTG: 20161108/0100Z  
 SWXC: DONLON\*

ADVISORY NR: 2016/1  
 SWX EFFECT: HF COM SEV  
 OBS SWX: 08/0100Z DAYLIGHT SIDE  
 FCST SWX +6 HR: 08/0700Z DAYLIGHT SIDE  
 FCST SWX +12 HR: 08/1300Z DAYLIGHT SIDE  
 FCST SWX +18 HR: 08/1900Z DAYLIGHT SIDE  
 FCST SWX +24 HR: 09/0100Z NO SWX EXP  
 RMK: PERIODIC HF COM ABSORPTION AND LIKELY TO CONT IN THE NEAR TERM. CMPL AND PERIODIC LOSS OF HF ON THE SUNLIT SIDE OF THE EARTH EXP. CONT HF COM DEGRADATION LIKELY OVER THE NXT 7 DAYS. SEE WWW.SPACEWEATHERPROVIDER.WEB  
 NXT ADVISORY: 20161108/0700Z

\* Fictitious location

**Example A2-5. Space weather advisory message (HF COM effects)**

**SWX ADVISORY**

DTG: 20161108/0100Z  
 SWXC: DONLON\*

ADVISORY NR: 2016/1  
 SWX EFFECT: HF COM SEV  
 OBS SWX: 08/0100Z DAYLIGHT SIDE  
 FCST SWX +6 HR: 08/0700Z DAYLIGHT SIDE  
 FCST SWX +12 HR: 08/1300Z DAYLIGHT SIDE  
 FCST SWX +18 HR: 08/1900Z DAYLIGHT SIDE  
 FCST SWX +24 HR: 09/0100Z NO SWX EXP  
 RMK: PERIODIC HF COM ABSORPTION AND LIKELY TO CONT IN THE NEAR TERM. CMPL AND PERIODIC LOSS OF HF ON THE SUNLIT SIDE OF THE EARTH EXP. CONT HF COM DEGRADATION LIKELY OVER THE NXT 7 DAYS. SEE WWW.SPACEWEATHERPROVIDER.WEB  
 NXT ADVISORY: 20161108/0700Z

\* Fictitious location

## APPENDIX 3. TECHNICAL SPECIFICATIONS RELATED TO METEOROLOGICAL OBSERVATIONS AND REPORTS

(See section 3 of this regulation.)

### 1. GENERAL PROVISIONS RELATED TO METEOROLOGICAL OBSERVATIONS

**1.1 Recommendation.** — *The meteorological instruments used at an aerodrome should be situated in such a way as to supply data which are representative of the area for which the measurements are required.*

*Note.* — *Specifications concerning the siting of equipment and installations on operational areas, aimed at reducing the hazard to aircraft to a minimum, are contained in CAR 139.*

**1.2 Recommendation.** — *Meteorological instruments at aeronautical meteorological stations should be exposed, operated and maintained in accordance with the practices, procedures and specifications promulgated by the World Meteorological Organization (WMO).*

**1.3 Recommendation.** — *The observers at an aerodrome should be located, in so far as is practicable, so as to supply data which are representative of the area for which the observations are required.*

**1.4 Recommendation.** — *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 should be a subset of and displayed parallel to those available in the local meteorological service unit. In those displays, each meteorological element should 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 A3-1.

**2.1.2** METAR and SPECI shall be issued in accordance with the template shown in Table A3-2 and disseminated in the METAR and SPECI code forms prescribed by WMO.

*Note.* — *The METAR and SPECI code forms are contained in the Manual on Codes (WMO-No. 306), Volume I.1, Part A — Alphanumeric Codes.*

**2.1.3 Recommendation.** — *Until 4 November 2020, METAR and SPECI should be disseminated in IWXXM GML form in addition to the dissemination of the METAR and SPECI in accordance with 2.1.2.*

**2.1.4** As of 5 November 2020, 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.

*Note 1. — The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representation Derived from Data Models. Guidance on the implementation of IWXXM is provided in Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2. — Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

## 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;

*Note 1. — In local routine and special reports, visibility refers to the value(s) to be reported in accordance with 4.2.4.2 and 4.2.4.3; in METAR and SPECI, visibility refers to the value(s) to be reported in accordance with 4.2.4.4.*

*Note 2. — The lowest visibility is reported in accordance with 4.2.4.4 a).*

- 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 meteorological authority, the appropriate ATS authority 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 A3-1;
- 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 section 3 CAR174.3015 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:
  - freezing precipitation
  - moderate or heavy precipitation (including showers thereof)
  - thunderstorm (with precipitation);
- e) when the onset or cessation of any of the following weather phenomena occurs:
  - freezing fog
  - 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 **Recommendation.** — *Where required in accordance with section 3 CAR174.3015 2 b), SPECI should be issued whenever changes in accordance with the following criteria occur:*

- a) *when the wind changes through values of operational significance. The threshold values should be established by the meteorological authority in consultation with the appropriate ATS authority 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;*

*Note 1. — In local special reports, visibility refers to the value(s) to be reported in accordance with 4.2.4.2 and 4.2.4.3 in SPECI, visibility refers to the value(s) to be reported in accordance with 4.2.4.4.*

*Note 2. — Visibility refers to “prevailing visibility” except in the case where only the lowest visibility is reported in accordance with 4.2.4.4 b).*

- 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:*
  - *duststorm*

- sandstorm
- funnel cloud (tornado or waterspout);
- e) *when the onset or cessation of any of the following weather phenomena occurs:*
  - low drifting dust, sand or snow
  - blowing dust, sand or snow
  - 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 meteorological authority and the operators concerned.*

*Note. — Other criteria based on local aerodrome operating minima are to be considered in parallel with similar criteria for the inclusion of change groups and for the amendment of TAF developed in response to Appendix 5, 1.3.2 j).*

- 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 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 **Recommendation.** — *A SPECI representing an improvement in conditions should be disseminated only after the improvement has been maintained for 10 minutes; it should 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 local air traffic services units as soon as the specified conditions occur. However, as agreed between the meteorological authority and the appropriate ATS authority, 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

*Introductory Note. — Selected criteria applicable to meteorological information referred to under 4.1 to 4.8 for inclusion in aerodrome reports are given in tabular form at Attachment C.*

### 4.1 Surface wind

#### 4.1.1 Siting

4.1.1.1 **Recommendation.** — *Surface wind should be observed at a height of  $10 \pm 1$  m ( $30 \pm 3$  ft) above the ground.*

4.1.1.2 **Recommendation.** — *Representative surface wind observations should be obtained by the use of sensors appropriately sited. Sensors for surface wind observations for local routine and special reports should 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 should be provided.*

*Note. — Since, in practice, the surface wind cannot be measured directly on the runway, surface wind observations for take-off and landing are expected to be the best practicable indication of the winds which an aircraft will encounter during take-off and landing.*

#### 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 **Recommendation.** — *The mean values of, and significant variations in, the surface wind direction and speed for each sensor should 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.

*Note. — A marked discontinuity occurs when there is an abrupt and sustained change in wind direction of 30° or more, with a wind speed of 5 m/s (10 kt) before or after the change, or a change in wind speed of 5 m/s (10 kt) or more, lasting at least 2 minutes.*

**4.1.3.2 Recommendation.** — *The averaging period for measuring variations from the mean wind speed (gusts) reported in accordance with 4.1.5.2 c) should 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

**Recommendation.** — *The reported direction and speed of the mean surface wind, as well as variations from the mean surface wind, should meet the operationally desirable accuracy of measurement as given in Attachment A.*

#### 4.1.4 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 (Doc 4444); or

- 2) 5 m/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.

*Note. — See note under 4.1.3.1.*

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 4.1.5.2 c), the maximum value of the wind speed attained shall be reported.

## 4.2 Visibility

### 4.2.1 Siting

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

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

### 4.2.2 Displays

**Recommendation.** — When instrumented systems are used for the measurement of visibility, visibility displays relating to each sensor should 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 should relate to the same sensors, and where separate sensors are required as specified in 4.2.1, the displays should be clearly marked to identify the area, e.g. runway and section of runway, monitored by each sensor.

### 4.2.3 Averaging

**Recommendation.** — When instrumented systems are used for the measurement of visibility, their output should be updated at least every 60 seconds to permit provision of current representative values. The averaging period should 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 should be used for obtaining mean values.

Note. — A marked discontinuity occurs when there is an abrupt and sustained change in visibility, lasting at least 2 minutes, which reaches or passes through criteria for the issuance of SPECI reports given in 2.3.

#### 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 it is less than 800 m; in steps of 100 m when it is 800 m or more but less than 5 km; in kilometer 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.

Note. — Specifications concerning the use of CAVOK are given in 2.2.

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 **Recommendation.** — In local routine and special reports, when instrumented

4.2.4.4 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 should 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 should 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 should be reported, and the runways to which the values refer should be indicated.

4.2.4.5 **Recommendation.** — In METAR and SPECI, visibility should be reported as prevailing visibility. 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 should 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 should be reported; and
- b) when the visibility is fluctuating rapidly, and the prevailing visibility cannot be determined, only the lowest visibility should be reported, with no indication of direction.

### 4.3 Runway visual range

#### 4.3.1 Siting

4.3.1.1 **Recommendation.** — *Runway visual range should 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 **Recommendation.** — *Runway visual range should be assessed at a lateral distance from the runway center line of not more than 120 m. The site for observations to be representative of the touchdown zone should 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 should 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 should be decided after considering aeronautical, meteorological and climatological factors such as long runways, swamps and other fog-prone areas.*

#### 4.3.2 Instrumented systems

*Note.* — *Since accuracy can vary from one instrument design to another, performance characteristics are to be checked before selecting an instrument for assessing runway visual range. The calibration of a forward-scatter meter has to be traceable and verifiable to a transmissometer standard, the accuracy of which has been verified over the intended operational range. Guidance on the use of transmissometers and forward-scatter meters in instrumented runway visual range systems is given in the Manual of Runway Visual Range Observing and Reporting Practices (Doc 9328).*

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.

4.3.2.2 **Recommendation.** — *Instrumented systems based on transmissometers or forward-scatter meters should be used to assess runway visual range on runways intended for Category I 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 appropriate 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 **Recommendation.** — *Where runway visual range is determined by human observers, runway visual range should 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 should 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.

*Note. — A marked discontinuity occurs when there is an abrupt and sustained change in runway visual range, lasting at least 2 minutes, which reaches or passes through the values 800, 550, 300 and 175 m.*

#### 4.3.5 Runway light intensity

**Recommendation.** — *When instrumented systems are used for the assessment of runway visual range, computations should be made separately for each available runway. For local routine and special reports, the light intensity to be used for the computation should be:*

- a) *for a runway with the lights switched on and a light intensity of more than 3 per cent of the maximum light intensity available, the light intensity actually in use on that runway;*
- b) *for a runway with the lights switched on and a light intensity of 3 per cent or less of the maximum light intensity available, the optimum light intensity that would be appropriate for operational use in the prevailing conditions; and*
- c) *for a runway with lights switched off (or at the lowest setting pending the resumption of operations), the optimum light intensity that would be appropriate for operational use in the prevailing conditions.*

*In METAR and SPECI, the runway visual range should be based on the maximum light intensity available on the runway.*

*Note. — Guidance on the conversion of instrumented readings into runway visual range is given at Attachment D.*

#### 4.3.6 Reporting

4.3.6.1 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 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.

4.3.6.2 **Recommendation.** — *Fifty meters should be considered the lower limit and 2 000 meters the upper limit for runway visual range. Outside of these limits, local routine reports, local special reports, METAR and SPECI should merely indicate that the runway visual range is less than 50 m or more than 2 000 m.*

4.3.6.3 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.

4.3.6.4 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.

4.3.6.5 **Recommendation.** — *In METAR and SPECI:*

- a) *only the value representative of the touchdown zone should be reported and no indication of location on the runway should be included; and*
- b) *where there is more than one runway available for landing, touchdown zone runway visual range values should be included for all such runways, up to a maximum of four, and the runways to which the values refer should be indicated.*

4.3.6.6 **Recommendation.** — *In METAR and SPECI when instrumented systems are used for the assessment of runway visual range, the variations in runway visual range during the 10-minute period immediately preceding the observation should be included if the runway visual range values during the 10-minute period have shown a distinct tendency, such that the mean during the first 5 minutes varies by 100 m or more from the mean during the second 5 minutes of the period. When the variation of the runway visual range values shows an upward or downward tendency, this should be indicated by the abbreviation “U” or “D”, respectively. In circumstances when actual fluctuations during the 10-minute period show no distinct tendency, this should be indicated using the abbreviation “N”. When indications of tendency are not available, no abbreviations should be included.*

## 4.4 Present weather

### 4.4.1 Siting

**Recommendation.** — *When instrumented systems are used for observing present weather phenomena listed under 4.4.2.3 and 4.4.2.4, representative information should 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 **Recommendation.** — *In local routine reports, local special reports, METAR and SPECI, the following types of present weather phenomena should be reported, using their respective abbreviations and relevant criteria, as appropriate:*

- |   |    |
|---|----|
| a) <i>Precipitation</i>   |    |
| <i>Drizzle</i>  | DZ |
| <i>Rain</i>   | RA |
| <i>Snow</i>   | SN |
| <i>Snow grains</i>  | SG |
| <i>Ice pellets</i>  | PL |
| <i>Hail</i>   | GR |
| — <i>Reported when diameter of largest hailstones is 5 mm or more.</i>  |    |
| <i>Small hail and/or snow pellets</i>   | GS |
| — <i>Reported when diameter of largest hailstones is less than 5 mm.</i>  |    |
| b) <i>Obscurations (hydrometeors)</i>   |    |
| <i>Fog</i>  | FG |
| — <i>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).</i>  |    |
| <i>Mist</i>   | BR |
| — <i>Reported when visibility is at least 1 000 m but not more than 5 000 m.</i>  |    |
| c) <i>Obscurations (lithometeors)</i>   |    |
| — <i>The following should 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.</i> |    |
| <i>Sand</i>   | SA |
| <i>Dust (widespread)</i>  | DU |
| <i>Haze</i>   | HZ |
| <i>Smoke</i>  | FU |
| <i>Volcanic ash</i>   | VA |
| d) <i>Other phenomena</i>   |    |
| <i>Dust/sand whirls (dust devils)</i>   | PO |
| <i>Squall</i>   | SQ |
| <i>Funnel cloud (tornado or waterspout)</i>   | FC |
| <i>Duststorm</i>  | DS |
| <i>Sandstorm</i>  | SS |

4.4.2.4 **Recommendation.** — *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 should 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.*

*Note. — At aerodromes with human observers, lightning detection equipment may supplement human observations. For aerodromes with automatic observing systems, guidance on the use of lightning detection equipment intended for thunderstorm reporting is given in the Manual on Automatic Meteorological Observing Systems at Aerodromes (Doc 9837).*

**4.4.2.6 Recommendation.** — *In local routine reports, local special reports, METAR and SPECI, the following characteristics of present weather phenomena, as necessary, should 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) should 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 **Recommendation.** — *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 should not be characterized by SH.*

4.4.2.8 **Recommendation.** — *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 should be indicated as follows:*

	<i>(local routine and special reports)</i>	<i>(METAR and SPECI)</i>
<i>Light</i>	<i>FBL</i>	<i>—</i>
<i>Moderate</i>	<i>MOD</i>	<i>(no indication)</i>
<i>Heavy</i>	<i>HVY</i>	<i>+</i>

*Used with types of present weather phenomena in accordance with the templates shown in Tables A3-1 and A3-2. Light intensity should 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 A3-2 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:

- 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;
- the indication of intensity or proximity, as appropriate, shall be reported first followed respectively by the characteristics and the type of weather phenomena; and
- 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 **Recommendation.** — *In automated local routine reports, local special reports, METAR and SPECI, the present weather should 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

**Recommendation.** — *When instrumented systems are used for the measurement of the cloud amount and the height of cloud base, representative observations should 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 should 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 should be installed at a distance of less than 1 200 m (4 000 ft) before the landing threshold.*

### 4.5.2 Display

**Recommendation.** — *When automated equipment is used for the measurement of the height of cloud base, height of cloud base display(s) should be located in the meteorological station with corresponding display(s) in the appropriate air traffic services units. The displays in the meteorological station and in the air traffic services units should relate to the same sensor, and where separate sensors are required as specified in 4.5.1, the displays should 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 **Recommendation.** — *At aerodromes where low-visibility procedures are established for approach and landing, as agreed between the meteorological authority and the appropriate ATS authority, in local routine and special reports the height of cloud base should 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 **Recommendation.** — *In local routine reports, local special reports, METAR and SPECI:*

a) *cloud amount should 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 should be indicated as “CB” and “TCU”, respectively;
  - c) the vertical visibility should 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” should be used;
  - e) when several layers or masses of cloud of operational significance are observed, their amount and height of cloud base should 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, should 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 should be reported as cumulonimbus only.

*Note. — Towering cumulus indicates cumulus congestus clouds of great vertical extent.*

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 **Recommendation.** — *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 should be replaced by “///”;*
- b) *when no clouds are detected by the automatic observing system, it should 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 should be replaced by “///”; and*
- d) *the vertical visibility should 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

**Recommendation.** — *When automated equipment is used for the measurement of air temperature and dew-point temperature, air temperature and dew-point temperature displays should 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 should 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.

4.6.2.2 In local routine reports, local special reports, METAR and SPECI, a temperature below 0°C shall be identified.

#### 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

4.7.3.2 d), the displays shall be clearly marked to identify the runway to which the QFE value displayed refers.

##### 4.7.2. Reference level

**Recommendation.** — *The reference level for the computation of QFE should 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, should 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 meteorological authority, the appropriate ATS authority 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.

## 4.8 Supplementary information

### 4.8.1 Reporting

4.8.1.1 **Recommendation.** — *In local routine reports, local special reports, METAR and SPECI, the following recent weather phenomena, i.e. weather phenomena observed at the aerodrome during the period since the last issued routine report or last hour, whichever is the shorter, but not at the time of observation, should be reported, up to a maximum of three groups, in accordance with the templates shown in Tables A3-1 and A3-2, in the supplementary information:*

- *freezing precipitation*
- *moderate or heavy precipitation (including showers thereof)*
- *blowing snow*
- *duststorm, sandstorm*
- *thunderstorm*
- *funnel cloud (tornado or waterspout)*
- *volcanic ash*

*Note.* — *The meteorological authority, in consultation with users, may agree not to provide recent weather information where SPECI are issued.*

4.8.1.2 **Recommendation.** — *In local routine and special reports, the following significant meteorological conditions, or combinations thereof, should be reported in supplementary information:*

- |   |                    |
|---|--------------------|
| — <i>cumulonimbus clouds</i>                  | CB                 |
| — <i>thunderstorm</i>                         | TS                 |
| — <i>moderate or severe turbulence</i>        | MOD TURB, SEV TURB |
| — <i>wind shear</i>                           | WS                 |
| — <i>hail</i>                                 | GR                 |
| — <i>severe squall line</i>                   | SEV SQL            |
| — <i>moderate or severe icing</i>             | MOD ICE, SEV ICE   |
| — <i>freezing precipitation</i>               | FZDZ, FZRA         |
| — <i>severe mountain waves</i>                | SEV MTW            |
| — <i>duststorm, sandstorm</i>                 | DS, SS             |
| — <i>blowing snow</i>                         | BLSN               |
| — <i>funnel cloud (tornado or waterspout)</i> | FC                 |

*The location of the condition should be indicated. Where necessary, additional information should be included using abbreviated plain language.*

4.8.1.3 **Recommendation.** — *In automated local routine reports, local special reports, METAR and SPECI, in addition to the recent weather phenomena listed under 4.8.1.1, recent unknown precipitation should be reported in accordance with the template shown in Table A3-2 when the type of precipitation cannot be identified by the automatic observing system.*

*Note.* — *The meteorological authority, in consultation with users, may agree not to provide recent weather information where SPECI are issued.*

4.8.1.4 **Recommendation.** — *In METAR and SPECI, where local circumstances so warrant, information on wind shear should be added.*

*Note.* — *The local circumstances referred to in 4.8.1.4 include, but are not necessarily limited to, wind shear of a non-transitory nature such as might be associated with low-level temperature inversions or local topography.*



4.8.1.5 **Recommendation.** — *Until 3 November 2021, in METAR and SPECI, the following information should be included in the supplementary information, in accordance with regional air navigation agreement:*

- a) *information on sea-surface temperature, and the state of the sea or the significant wave height from aeronautical meteorological stations established on offshore structures in support of helicopter operations; and*
- b) *information on the state of the runway provided by the appropriate airport authority.*

*Note 1. — The state of the sea is specified in the Manual on Codes (WMO-No. 306), Volume I.1, Part A — Alphanumeric Codes, Code Table 3700.*

*Note 2. — The state of the runway is specified in the Manual on Codes (WMO-No. 306), Volume I.1, Part A — Alphanumeric Codes, Code Tables 0366, 0519, 0919 and 1079.*

4.8.1.6 **Recommendation.** — *As of 4 November 2021, in METAR and SPECI, information on sea-surface temperature, and the state of the sea or the significant wave height, from aeronautical meteorological stations established on offshore structures in support of helicopter operations should be included in the supplementary information, in accordance with regional air navigation agreement.*

*Note. — The state of the sea is specified in the Manual on Codes (WMO-No. 306), Volume I.1, Part A — Alphanumeric Codes, Code Table 3700.*

**Table A3-1. 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.

*Note 1. — The ranges and resolutions for the numerical elements included in local routine and special reports are shown in Table A3-4 of this appendix.*

*Note 2. — The explanations for the abbreviations can be found in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400).*

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 <sup>1</sup>
Time of the observation (M)	Day and actual time of the observation in UTC	nnnnnZ			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) <sup>2</sup>	RWY nn[L] or RWY nn[C] or RWY nn[R]			
	Runway section (O) <sup>3</sup>	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 (WIND VRB2KT)
	Wind speed (M)	[ABV]n[n][n]MPS (or [ABV]n[n]KT)			WIND CALM
	Significant speed variations (C) <sup>4</sup>	MAX[ABV]nn[n] MNMn[n]			WIND VRB BTN 350/ AND 050/1MPS (WIND VRB BTN 350/ AND 050/2KT)
	Significant directional variations (C) <sup>5</sup>	VRB BTN nnn/ AND nnn/	—		WIND 270/ABV49MPS (WIND 270/ABV99KT)
	Runway section (O) <sup>3</sup>	MID			WIND 120/3MPS MAX9 MNM2 (WIND 120/6KT MAX18 MNM4)
	Wind direction (O) <sup>3</sup>	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) <sup>3</sup>	[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) <sup>4</sup>	MAX[ABV]nn[n] MNMn[n]			
	Significant directional variations (C) <sup>5</sup>	VRB BTN nnn/ AND nnn/	—		WIND RWY 27 TDZ 240/8MPS MAX14 MNM5 END 250/7MPS (WIND RWY 27 TDZ 240/16KT)
	Runway section (O) <sup>3</sup>	END			

Element as specified in Chapter 4	Detailed content	Template(s)			Examples	
	Wind direction (O) <sup>3</sup>	nnn/	VRB BTN nnn/ AND nnn/ or VRB	C A L M	MAX28 MIN10 END 250/14KT)	
	Wind speed (O) <sup>3</sup>	[ABV]n[n][n]MPS (or [ABV]n[n]KT)				
	Significant speed variations (C) <sup>4</sup>	MAX[ABV]nn[n] MINMn[n]				
	Significant directional variations (C) <sup>5</sup>	VRB BTN nnn/ AND nnn/	—			
Visibility (M)	Name of the element (M)	VIS			C A V O K	VIS 350M VIS 7KM VIS 10KM VIS RWY 09 TDZ 800M END 1200M VIS RWY 18C TDZ 6KM RWY 27 TDZ 4000M
	Runway (O) <sup>2</sup>	RWY nn[L] or RWY nn[C] or RWY nn[R]				
	Runway section (O) <sup>3</sup>	TDZ				
	Visibility (M)	n[n][n][n]M or n[n]KM				
	Runway section (O) <sup>3</sup>	MID				
	Visibility (O) <sup>3</sup>	n[n][n][n]M or n[n]KM				
	Runway section (O) <sup>3</sup>	END				
	Visibility (O) <sup>3</sup>	n[n][n][n]M or n[n]KM				
Runway visual range (C) <sup>6</sup>	Name of the element (M)	RVR				RVR RWY 32 400M RVR RWY 20 1600M RVR RWY 10L BLW 50M 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) <sup>7</sup>	RWY nn[L] or RWY nn[C] or RWY nn[R]				
	Runway section (C) <sup>8</sup>	TDZ				
	Runway visual range (M)	[ABV or BLW] nn[n][n]M				
	Runway section (C) <sup>8</sup>	MID				
	Runway visual range (C) <sup>8</sup>	[ABV or BLW] nn[n][n]M				
	Runway section (C) <sup>8</sup>	END				
	Runway visual range (C) <sup>8</sup>	[ABV or BLW] nn[n][n]M				
Present weather (C) <sup>9, 10</sup>	Intensity of present weather (C) <sup>9</sup>	FBL or MOD or HVV	—			MOD RA HVV TSRA HVV DZ FBL SN HZ FG VA MIFG  HVV TSRSN FBL SNRA  FBL DZ FG HVV SHSN BLSN  HVV TSUP  //
	Characteristics and type of present weather (C) <sup>9, 11</sup>	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZUP <sup>12</sup> or FC <sup>13</sup> or FZRA or SHGR or SHGS or SHRA or SHSN or SHUP <sup>12</sup> or TSGR or TSGS or TSRA or TSSN or TSUP <sup>12</sup> or UP <sup>12</sup>	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 // <sup>12</sup>			

Element as specified in Chapter 4	Detailed content	Template(s)				Examples
Cloud (M) <sup>14</sup>	Name of the element (M)	CLD			CLD NSC CLD SCT 300M OVC 600M (CLD SCT 1000FT OVC 2000FT)  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	
	Runway (O) <sup>2</sup>	RWY nn[L] or RWY nn[C] or RWY nn[R]				
	Cloud amount (M) or vertical visibility (O) <sup>3</sup>	FEW or SCT or BKN or OVC or /// <sup>12</sup>	OBSC	NSC or NCD <sup>12</sup>		
	Cloud type (C) <sup>3</sup>	CB or TCU or /// <sup>12</sup>	—			
	Height of cloud base or the value of vertical visibility (C) <sup>3</sup>	n[n][n][n]M (or n[n][n][n]FT) or ///M (or ///FT) <sup>12</sup>	[VER VIS n[n][n][n]M (or VER VIS n[n][n][n]FT)] or VER VIS ///M (or VER VIS ///FT) <sup>12</sup>			
Air temperature (M)	Name of the element (M)	T				T17 TMS08
	Air temperature (M)	[MS]nn				
Dew-point temperature (M)	Name of the element (M)	DP				DP15 DPMS18
	Dew-point temperature (M)	[MS]nn				
Pressure values (M)	Name of the element (M)	QNH				QNH 0995HPA QNH 1009HPA  QNH 1022HPA QFE 1001HPA QNH 0987HPA QFE RWY 18 0956HPA RWY 24 0955HPA
	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]				
Supplementary information (C) <sup>5</sup>	Significant meteorological phenomena (C) <sup>5</sup>	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 <sup>15</sup>				FC IN APCH WS IN APCH 60M-WIND 360/13MPS WS RWY 12  REFZRA CB IN CLIMB-OUT RETSRA
	Location of the phenomena (C) <sup>5</sup>	IN APCH [n[n][n][n]M-WIND nnn/n[n]MPS] or IN CLIMB-OUT [n[n][n][n]M-WIND nnn/n[n]MPS] (IN APCH [n[n][n][n]FT-WIND nnn/n[n]KT) or IN CLIMB-OUT [n[n][n][n]FT-WIND nnn/n[n]KT] or RWY nn[L] or RWY nn[C] or RWY nn[R]				
	Recent weather (C) <sup>5, 10</sup>	RERASN or 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 <sup>12</sup> or REFZUP <sup>12</sup> or RETSUP <sup>12</sup> or RESHUP <sup>12</sup> or REVA or RETS				
Trend forecast (O) <sup>16</sup>	Name of the element (M)	TREND				TREND NOSIG TREND BECMG FEW 600M (TREND BECMG FEW 2000FT)  TREND TEMPO 250/18 MPS MAX25 (TREND TEMPO 250/36KT MAX50)  TREND BECMG AT1800 VIS 10KM NSW TREND BECMG TL1700 VIS 800M FG TREND BECMG FM1030 TL1130 CAVOK  TREND TEMPO TL1200 VIS 600M BECMG AT1230 VIS 8KM NSW CLD NSC
	Change indicator (M) <sup>17</sup>	NOSIG	BECMG or TEMPO			
	Period of change (C) <sup>3</sup>	FMnnnn and/or TLnnnn or ATnnnn				
	Wind (C) <sup>5</sup>	nnn[ABV]n[n][n]MPS [MAX[ABV]nn[n]] (or nnn[ABV]n[n]KT [MAX[ABV]nn])				
	Visibility (C) <sup>3</sup>	VIS n[n][n][n]M or VIS n[n]KM			C A V O K	
	Weather phenomenon: intensity (C) <sup>3</sup>	FBL or MOD or HVY	—	NSW		

Element as specified in Chapter 4	Detailed content	Template(s)			Examples
	Weather phenomenon: characteristics and type (C) <sup>9, 10, 11</sup>	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		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)
	Name of the element (C) <sup>9</sup>	CLD			
	Cloud amount and vertical visibility (C) <sup>9, 14</sup>	FEW or SCT or BKN or OVC	OBSC	NSC	
	Cloud type (C) <sup>9, 14</sup>	CB or TCU	—		
	Height of cloud base or the value of vertical visibility (C) <sup>9, 14</sup>	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 A3-2. Template for METAR and SPECI  
(Applicable until 3 November 2021)**

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

*Note 1. — The ranges and resolutions for the numerical elements included in METAR and SPECI are shown in Table A3-5 of this appendix.*

*Note 2. — The explanations for the abbreviations can be found in the PANS-ABC (Doc 8400).*

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 <sup>1</sup>	
Time of the observation (M)	Day and actual time of the observation in UTC (M)	nnnnnnZ		221630Z	
Identification of an automated or missing report (C) <sup>2</sup>	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	VRB	24004MPS (24008KT)	VRB01MPS (VRB02KT)
	Wind speed (M)	[P]nn[n]		19006MPS (19012KT) 00000MPS (00000KT) 140P49MPS (140P99KT)	
	Significant speed variations (C) <sup>3</sup>	G[P]nn[n]		12003G09MPS (12006G18KT)	
	Units of measurement (M)	MPS (or KT)		24008G14MPS (24016G28KT)	
	Significant directional variations (C) <sup>4</sup>	nnnVnnn	—	02005MPS 350V070 (02010KT 350V070)	
Visibility (M)	Prevailing or minimum visibility (M) <sup>5</sup>	nnnn		C A V O K	0350 CAVOK 7000 9999 0800
	Minimum visibility and direction of the minimum visibility (C) <sup>6</sup>	nnnn[N] or nnnn[NE] or nnnn[E] or nnnn[SE] or nnnn[S] or nnnn[SW] or nnnn[W] or nnnn[NW]			2000 1200NW 6000 2800E 6000 2800
Runway visual range (C) <sup>7</sup>	Name of the element (M)	R			R32/0400 R12R/1700 R10/M0050 R14L/P2000
	Runway (M)	nn[L]/or nn[C]/or nn[R]/			R16L/0650 R16C/0500 R16R/0450 R17L/0450
	Runway visual range (M)	[P or M]nnnn			R12/1100U R26/0550N R20/0800D R12/0700
	Runway visual range past tendency (C) <sup>8</sup>	U, D or N			

Element as specified in Chapter 4	Detailed content	Template(s)			Examples
Present weather (C) <sup>2, 9</sup>	Intensity or proximity of present weather (C) <sup>10</sup>	– or +	—	VC	
	Characteristics and type of present weather (M) <sup>11</sup>	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or FZUP <sup>12</sup> or FC <sup>13</sup> or SHGR or SHGS or SHRA or SHSN or SHUP <sup>12</sup> or TSGR or TSGS or TSRA or TSSN or TSUP <sup>12</sup> or UP <sup>12</sup>	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 // <sup>12</sup>	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) <sup>14</sup>	Cloud amount and height of cloud base or vertical visibility (M)	FEWnnn or SCTnnn or BKNnnn or OVCnnn or FEW/// <sup>12</sup> or SCT/// <sup>12</sup> or BKN/// <sup>12</sup> or OVC/// <sup>12</sup> or ///nnn <sup>12</sup> or ////// <sup>12</sup>	VVnnn or VV/// <sup>12</sup>	NSC or NCD <sup>12</sup>	FEW015 VV005 OVC030 VV/// NSC SCT010 OVC020 BKN/// ///015
	Cloud type (C) <sup>2</sup>	CB or TCU or /// <sup>12</sup>	—		BKN009TCU NCD SCT008 BKN025CB BKN025/// ///CB
Air and dew-point temperature (M)	Air and dew-point temperature (M)	[M]nn[M]nn			17/10 02/M08 M01/M10
Pressure values (M)	Name of the element (M)	Q			Q0995 Q1009 Q1022 Q0987
	QNH (M)	nnnn			
Supplementary information (C)	Recent weather (C) <sup>2, 9</sup>	RERASN or 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 <sup>12</sup> or REFZUP <sup>12</sup> or RETSUP <sup>12</sup> or RESHUP <sup>12</sup>			REFZRA RETSRA
	Wind shear (C) <sup>2</sup>	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) <sup>15</sup>	W [M]nn/Sn or W[M]nn/Hn[n][n]			W15/S2 W12/H75



Element as specified in Chapter 4	Detailed content		Template(s)				Examples
	State of the runway (C) <sup>16</sup>	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) <sup>17</sup>	Change indicator (M) <sup>18</sup>		NOSIG	BECMG or TEMPO		NOSIG  BECMG FEW020   BECMG FM1030 TL1130 CAVOK  BECMG TL1700 0800 FG  BECMG AT1800 9000 NSW BECMG FM1900 0500 +SNRA BECMG FM1100 SN TEMPO FM1130 BLSN  TEMPO FM0330 TL0430 FZRA TEMPO TL1200 0600 BECMG AT1200 8000 NSW NSC  BECMG AT1130 OVC010  TEMPO TL1530 +SHRA BKN012CB	
	Period of change (C) <sup>2</sup>			FMnnnn and/or TLnnnn or ATnnnn			
	Wind (C) <sup>2</sup>			nnn[P]nn[n][G[P]nn[n]]MPS (or nnn[P]nn[G[P]nn]KT)			
	Prevailing visibility (C) <sup>2</sup>			nnnn			
	Weather phenomenon: intensity (C) <sup>10</sup>			- or +	—		N S W
	Weather phenomenon: characteristics and type (C) <sup>2, 9, 11</sup>			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		
	Cloud amount and height of cloud base or vertical visibility (C) <sup>2, 14</sup>			FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///		
	Cloud type (C) <sup>2, 14</sup>			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).
7. To be included if visibility or runway visual range < 1 500 m; for up to a maximum of four runways in accordance with 4.3.6.5 b).
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. For automated reports only.
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 4.8.1.5 b) until 3 November 2021.
17. To be included in accordance with SECTION 3 CAR 174.3050.
18. Number of change indicators to be kept to a minimum in accordance with Appendix 5, 2.2.1, normally not exceeding three groups.

**Table A3-2. Template for METAR and SPECI  
(Applicable as of 4 November 2021)**

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

*Note 1.— The ranges and resolutions for the numerical elements included in METAR and SPECI are shown in Table A3-5 of this appendix.*

*Note 2.— The explanations for the abbreviations can be found in the PANS-ABC (Doc 8400).*

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 <sup>1</sup>
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) <sup>2</sup>	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 III <sup>12</sup>	VRB	24004MPS III10MPS (24008KT) 19006MPS (19012KT) 00000MPS (00000KT) 140P49MPS (140P99KT)
	Wind speed (M)	[P]nn[n] or II <sup>12</sup>		VRB01MPS (VRB02KT) 240//KT III/KT
	Significant speed variations (C) <sup>3</sup>	G[P]nn[n]		12003G09MPS (12006G18KT) 24008G14MPS (24016G28KT)
	Units of measurement (M)	MPS (or KT)		
	Significant directional variations (C) <sup>4</sup>	nnnVnnn	—	02005MPS 350V070 (02010KT 350V070)
Visibility (M)	Prevailing or minimum visibility (M) <sup>5</sup>	Nnnn or III <sup>12</sup>	C A V O K	0350 IIII CAVOK 7000 9999 0800
	Minimum visibility and direction of the minimum visibility (C) <sup>6</sup>	nnnn[N] or nnnn[NE] or nnnn[E] or nnnn[SE] or nnnn[S] or nnnn[SW] or nnnn[W] or nnnn[NW]		2000 1200NW 6000 2800E 6000 2800

Element as specified in Chapter 4	Detailed content	Template(s)			Examples
Runway visual range (C) <sup>7</sup>	Name of the element (M)	R			R32/0400 R12R/1700 R10/M0050 R14L/P2000
	Runway (M)	nn[L]/or nn[C]/or nn[R]			
	Runway visual range (M)	[P or M]nnnn or /// <sup>12</sup>			R16L/0650 R16C/0500 R16L/1100 R10/1100 R16R/0450 R17L/0450
	Runway visual range past tendency (C) <sup>8</sup>	U, D or N			R12/1100U R26/0550N R20/0800D R12/0700
Present weather (C) <sup>2, 9</sup>	Intensity or proximity of present weather (C) <sup>10</sup>	– or +	—	VC	
	Characteristics and type of present weather (M) <sup>11</sup>	DZ or RA or SN or SG or PL or DS or SS or FZDZ or FZRA or FZUP <sup>12</sup> or FC <sup>13</sup> or SHGR or SHGS or SHRA or SHSN or SHUP <sup>12</sup> or TSGR or TSGS or TSRA or TSSN or TSUP <sup>12</sup> or UP <sup>12</sup>	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 PRFG or // <sup>12</sup>	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 VCBLA  +TSRASN –SNRA  DZ FG +SHSN BLSN UP FZUP TSUP FZUP  //
Cloud (M) <sup>14</sup>	Cloud amount and height of cloud base or vertical visibility (M)	FEWnnn or SCTnnn or BKNnnn or OVCnnn or FEW/// <sup>12</sup> or SCT/// <sup>12</sup> or BKN/// <sup>12</sup> or OVC/// <sup>12</sup> or ///nnn <sup>12</sup> or ////// <sup>12</sup>	VVnnn or VV/// <sup>12</sup>	NSC or NCD <sup>12</sup>	FEW015 VV005 OVC030 VV/// NSC  SCT010 OVC020  BKN/// ///015
	Cloud type (C) <sup>2</sup>	CB or TCU or /// <sup>12</sup>	—		BKN009TCU NCD  SCT008 BKN025CB BKN025/// ///VCB  ////// BKN///TCU
Air and dew-point temperature (M)	Air and dew-point temperature (M)	[M]nn[M]nn or ///[M]nn <sup>12</sup> or [M]nn/// <sup>12</sup> or //// <sup>12</sup>			17/10 ///10 17/// 02/M08 M01/M10
Pressure values (M)	Name of the element (M)	Q			Q0995
	QNH (M)	Nnnn or /// <sup>12</sup>			Q1009 Q1022 Q/// Q0987

Element as specified in Chapter 4	Detailed content	Template(s)			Examples
Supplementary information (C)	Recent weather (C) <sup>2, 9</sup>	RERASN or 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 <sup>12</sup> or REFZUP <sup>12</sup> or RETSUP <sup>12</sup> or RESHUP <sup>12</sup> or RE// <sup>12</sup>			REFZRA RETSRA
	Wind shear (C) <sup>2</sup>	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) <sup>15</sup>	W[M]nn/Sn or W///Sn or W[M]nn/S/ or W[M]nn/Hn[n] or W///Hn[n] or W[M]nn/H///			W15/S2 W12/H75 W///S3 WM01/S/ W///H104 W17/H/// W///H/// W///S/
Trend forecast (O) <sup>16</sup>	Change indicator (M) <sup>17</sup>	NOSIG	BECMG or TEMPO		NOSIG      BECMG FEW020
	Period of change (C) <sup>2</sup>		FMnnnn and/or TLnnnn or ATnnnn		TEMPO 25018G25MPS (TEMPO 25036G50KT)  BECMG FM1030 TL1130 CAVOK
	Wind (C) <sup>2</sup>		nnn[P]nn[n][G[P]nn[n]]MPS (or nnn[P]nn[G[P]nn]KT)		BECMG TL1700 0800 FG
	Prevailing visibility (C) <sup>2</sup>		nnnn		BECMG AT1800 9000 NSW
	Weather phenomenon: intensity (C) <sup>10</sup>		— or +      —      N S W		BECMG FM1900 0500 +SNRA
	Weather phenomenon: characteristics and type (C) <sup>2, 9, 11</sup>		DZ or RA or FG or BR or SN or SG or SA or DU or PL or DS or HZ or FU or SS or VA or SQ or FZDZ or PO or FC or FZRA or TS or SHGR or BCFG or SHGS or BLDU or SHRA or BLSA or SHSN or BLSN or TSGR or DRDU or TSGS or DRSA or TSRA or DRSN or TSSN      FZFG or MIFG or PRFG		BECMG FM1100 SN TEMPO FM1130 BLSN  TEMPO FM0330 TL0430 FZRA TEMPO TL1200 0600 BECMG AT1200 8000 NSW NSC  BECMG AT1130 OVC010  TEMPO TL1530 +SHRA BKN012CB
	Cloud amount and height of cloud base or vertical visibility (C) <sup>2, 14</sup>		FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	N S C
	Cloud type (C) <sup>2, 14</sup>		CB or TCU	—	

Notes. —

1. Fictitious location.

1. To be included whenever applicable.
2. To be included in accordance with 4.1.5.2 c).
3. To be included in accordance with 4.1.5.2 b) 1).
4. To be included in accordance with 4.2.4.4 b).
5. To be included in accordance with 4.2.4.4 a).
6. To be included if visibility or runway visual range < 1 500 m; for up to a maximum of four runways in accordance with 4.3.6.5 b).
7. To be included in accordance with 4.3.6.6.
8. 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.
9. To be included whenever applicable; no qualifier for moderate intensity in accordance with 4.4.2.8.
10. 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.
11. 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.
12. Heavy used to indicate tornado or waterspout; moderate (no qualifier) to indicate funnel cloud not reaching the ground.
13. Up to four cloud layers in accordance with 4.5.4.3 e).
14. To be included in accordance with 4.8.1.5 a).
15. To be included in accordance with Chapter 6, 6.3.2.
16. Number of change indicators to be kept to a minimum in accordance with Appendix 5, 2.2.1, normally not exceeding three groups.

**Table A3-3. Use of change indicators in trend forecasts**

<i>Change indicator</i>	<i>Time indicator and period</i>	<i>Meaning</i>	
NOSIG	—	no significant changes are forecast	
BECMG	FMn <sub>1</sub> n <sub>1</sub> n <sub>1</sub> n <sub>1</sub> TLn <sub>2</sub> n <sub>2</sub> n <sub>2</sub> n <sub>2</sub>	the change is forecast to	commence at n <sub>1</sub> n <sub>1</sub> n <sub>1</sub> n <sub>1</sub> UTC and be completed by n <sub>2</sub> n <sub>2</sub> n <sub>2</sub> n <sub>2</sub> 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	FMn <sub>1</sub> n <sub>1</sub> n <sub>1</sub> n <sub>1</sub> TLn <sub>2</sub> n <sub>2</sub> n <sub>2</sub> n <sub>2</sub>	temporary fluctuations are forecast to	commence at n <sub>1</sub> n <sub>1</sub> n <sub>1</sub> n <sub>1</sub> UTC and cease by n <sub>2</sub> n <sub>2</sub> n <sub>2</sub> n <sub>2</sub> 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 A3-4. Ranges and resolutions for the numerical elements included in local reports**

<i>Element as specified in Chapter 4</i>		<i>Range</i>	<i>Resolution</i>
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 – 3 000	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 A3-5. 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:	MPS	00 – 99*	1
	KT	00 – 199*	1
Visibility:	M	0000 – 0750	50
	M	0800 – 4 900	100
	M	5 000 – 9 000	1 000
	M	10 000 –	0 (fixed value: 9 999)
Runway visual range:	M	0000 – 0375	25
	M	0400 – 0750	50
	M	0800 – 2 000	100
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
State of the runway [Until 3 November 2021]	Runway designator:	(no units)	01 – 36; 88; 99
	Runway deposits:	(no units)	0 – 9
	Extent of runway contamination:	(no units)	1; 2; 5; 9
	Depth of deposit:	(no units)	00 – 90; 92 – 99
	Friction coefficient/braking action:	(no units)	00 – 95; 99

\* 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 A3-1. 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 A3-2. 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 A3-3. 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



## APPENDIX 4. TECHNICAL SPECIFICATIONS RELATED TO AIRCRAFT OBSERVATIONS AND REPORTS

(See SECTION 5 CAR 174.5015 of this Regulation.)

### 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	Data block 2
Latitude Longitude Level Time	Wind direction Wind speed Wind quality flag Air temperature Turbulence (if available) Humidity (if available)

*Note. — When ADS-C or SSR Mode S is being applied, the requirements of routine air-reports may be met by the combination of the basic ADS-C/SSR Mode S data block (data block 1) and the meteorological information data block (data block 2), available from ADS-C or SSR Mode S reports. The ADS-C message format is specified in the PANS-ATM(Doc 4444), 4.11.4 and in CAR 171.210 Surveillance Facilities and Chapter 13 and the SSR Mode S message format is specified Annex 10, Volume III, Part I, Chapter 5.*

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)	Section 2 (Operational information)	Section 3 (Meteorological information)
Aircraft identification Position or latitude and longitude Time Flight level or altitude Next position and time over Ensuing significant point	Estimated time of arrival Endurance	Air temperature Wind direction Wind speed Turbulence Aircraft icing Humidity (if available)

*Note. — When air-ground data link is used while ADS-C and SSR Mode S are not being applied, the requirements of routine air-reports may be met by the controller-pilot data link communication*

(CPDLC) application entitled “Position report”. The details of this data link application are specified in the Manual of Air Traffic Services Data Link Applications (Doc 9694) and in CAR 171.205(4) Communication Facilities and Annex 10, Volume III, Part I.

### 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	Data block 2	Data block 3
Latitude Longitude Level Time	Wind direction Wind speed Wind quality flag Air temperature Turbulence (if available) Humidity (if available)	Condition prompting the issuance of a special air-report (one condition to be selected from the list presented in Table A4-1).

*Note 1. — The requirements of special air-reports may be met by the data link flight information service (D-FIS) application entitled “Special air-report service”. The details of this data link application are specified in Doc 9694.*

*Note 2. — In the case of a special air-report of pre-eruption volcanic activity, volcanic eruption or volcanic ash cloud, additional requirements are indicated in 4.2.*

### 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)	Section 3 (Meteorological information)
Aircraft identification Position or latitude and longitude Time Level or range of levels	Condition prompting the issuance of a special air-report, to be selected from the list presented in Table A4-1.

*Note 1. — Air-reports are considered routine by default. The message type designator for special air-reports is specified in the PANS-ATM (Doc 4444), Appendix 1.*

*Note 2. — In the case of a special air-report of pre-eruption volcanic activity, volcanic eruption or volcanic ash cloud, additional requirements are indicated in 4.2.*

## 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).

*Note. — The EDR is an aircraft-independent measure of turbulence. However, the relationship between the EDR value and the perception of turbulence is a function of aircraft type, and the mass, altitude, configuration and airspeed of the aircraft. The EDR values given below describe the severity levels for a medium-sized transport aircraft under typical en-route conditions (i.e. altitude, airspeed and weight).*

#### 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 EDR. The time of occurrence of the peak value shall be reported as indicated in Table A4-2. 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 EDR equals or exceeds 0.45;
- b) moderate when the peak value of EDR is equal to or above 0.20 and below 0.45;
- c) light when the peak value of EDR is above 0.10 and below 0.20; and
- d) nil when the peak value of EDR is below or equal to 0.10.

#### 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 EDR equals or exceeds 0.20. 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 EDR. Special air-reports shall be issued every minute until such time as the peak values of EDR fall below 0.20.

#### 2.7 Humidity

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

*Note. — The ranges and resolutions for the meteorological elements included in air-reports are shown in Table A4-3.*

### 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 centers (WAFCs) and the centers 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 centers.

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 Appendix 6, 1.2.1, i.e. to meteorological watch offices, WAFCs, and other meteorological offices in accordance with regional airnavigation agreement.

*Note. — The template used for special air-reports which are uplinked to aircraft in flight is in Appendix 6, Table A6-1B.*

#### 3.2 Responsibilities of world area forecast centers

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

*Note. — The dissemination of basic meteorological data is normally carried out on the World Meteorological Organization (WMO) Global Telecommunication System.*

#### 3.3 Supplementary dissemination of air-reports

**Recommendation.** — *Where supplementary dissemination of air-reports is required to satisfy*

*special aeronautical or meteorological requirements, such dissemination should 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 **Recommendation.** — *When reporting aircraft observations of wind shear encountered during the climb-out and approach phases of flight, the aircraft type should be included.*

4.1.2 **Recommendation.** — *Where wind shear conditions in the climb-out or approach phases of flight were reported or forecast but not encountered, the pilot-in-command should 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

*Note.* — *The detailed instructions for recording and reporting volcanic activity observations are given in the PANS-ATM (Doc 4444), Appendix 1.*

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 meteorological authority 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 A4-1. Template for the special air-report (downlink)**

Key: M = inclusion mandatory, part of every message;  
C = inclusion conditional; included whenever available.

*Note. — Message to be prompted by the pilot-in-command. Currently only the condition “SEV TURB” can be automated (see 2.6.3).*

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)	040MPS (080KT)
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 TM455
Turbulence (C)	Turbulence in hundredths of $m^{2/3} s^{-1}$ and the time of occurrence of the peak value (C) <sup>1</sup>	EDRnnn/nn	EDR064/08
Humidity (C)	Relative humidity in per cent (C)	RHnnn	RH054

Element as specified in Chapter 5	Detailed content	Template(s)	Examples
DATA BLOCK 3			
Condition prompting the issuance of a special air-report (M)		SEV TURB [EDRnnn] <sup>2</sup> or SEV ICE or SEV MTW or TS GR <sup>3</sup> or TS <sup>3</sup> or HVV DS <sup>4</sup> or HVV SS <sup>4</sup> or VA CLD [FLnnn/nnn] or VA <sup>5</sup> [MT nnnnnnnnnnnnnnnnnnnnnnn] or MOD TURB [EDRnnn] <sup>2</sup> or MOD ICE	SEV TURB EDR076 VA CLD FL050/100

*Notes. —*

1. The time of occurrence to be reported in accordance with Table A4-2.
2. The turbulence to be reported in accordance with 2.6.3.
3. Obscured, embedded or widespread thunderstorms or thunderstorms in squall lines.
4. Duststorm or sandstorm.
5. Pre-eruption volcanic activity or a volcanic eruption.

**Table A4-2. Time of occurrence of the peak value to be reported**

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

**Table A4-3. Ranges and resolutions for the meteorological elements included in air-reports**

<i>Element as specified in Chapter 5</i>	<i>Range</i>	<i>Resolution</i>
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: $m^{2/3} s^{-1}$	0 – 2	0.01
(time of occurrence)*	0 – 15	1
Turbulence: special air-report: $m^{2/3} s^{-1}$	0 – 2	0.01
Humidity: %	0 – 100	1
* Non-dimensional		

**APPENDIX 5. TECHNICAL SPECIFICATIONS RELATED TO FORECASTS**  
*(See SECTION 3 of this Regulation.)*

**1. CRITERIA RELATED TO TAF**

**1.1 TAF format**

1.1.1 TAF shall be issued in accordance with the template shown in Table A5-1 and disseminated in the TAF code form prescribed by the World Meteorological Organization (WMO).

*Note. — The TAF code form is contained in the Manual on Codes (WMO-No. 306), Volume I.1, Part A — Alphanumeric Codes.*

1.1.2 **Recommendation.** — *Until 4 November 2020, TAF should be disseminated in IWXXM GML form in addition to the dissemination of the TAF in accordance with 1.1.1.*

1.1.2 As of 5 November 2020, TAF shall be disseminated in IWXXM GML form in addition to the dissemination of the TAF in accordance with 1.1.1.

*Note 1. — The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representation Derived from Data Models. Guidance on the implementation of IWXXM is provided in Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2. — Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

**1.2 Inclusion of meteorological elements in TAF**

*Note. — Guidance on operationally desirable accuracy of forecasts is given in Attachment B.*

**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**

**Recommendation.** — *When the visibility is forecast to be less than 800 m, it should 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 kilometer steps; and when it is forecast to be 10 km or more, it should be expressed as 10 km, except when conditions of CAVOK are forecast to apply. The prevailing visibility should be forecast. When visibility is forecast to vary in different directions and the prevailing visibility cannot be forecast, the lowest forecast visibility should 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:

- freezing precipitation
- freezing fog
- moderate or heavy precipitation (including showers thereof) low drifting dust, sand or snow
- blowing dust, sand or snow
- duststorm
- sandstorm
- thunderstorm (with or without precipitation)
- squall
- funnel cloud (tornado or waterspout)
- other weather phenomena given in Appendix 3, 4.4.2.3, as agreed between the meteorological authority, the appropriate ATS authority and the operators concerned.

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

#### 1.2.4 Cloud

**Recommendation.** — *Cloud amount should 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 should 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 should 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 should be limited to cloud of operational significance; when no cloud of operational significance is forecast, and “CAVOK” is not appropriate, the abbreviation “NSC” should be used.*

#### 1.2.5 Temperature

**Recommendation.** — *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 should be given, together with their corresponding times of occurrence.*

### 1.3 Use of change groups

*Note.* — *Guidance on the use of change and time indicators in TAF is given in Table A5-2.*

#### 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:

- freezing fog
- freezing precipitation
- moderate or heavy precipitation (including showers)
- thunderstorm
- duststorm
- sandstorm.

**1.3.2 Recommendation.** — *The criteria used for the inclusion of change groups in TAF or for the amendment of TAF should 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 should be established by the meteorological authority in consultation with the appropriate ATS authority 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) 5 000 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:*
  - *low drifting dust, sand or snow*
  - *blowing dust, sand or snow*
  - *squall*
  - *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 meteorological authority and the operators concerned.*

*Note. — Other criteria based on local aerodrome operating minima are to be considered in parallel with similar criteria for the issuance of SPECI developed in response to Appendix 3, 2.3.3 h).*

**1.3.3 Recommendation.** — *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” should be used followed by the time period during which the change is expected to occur. The time period should be indicated as the beginning and end of the period in whole hours UTC. Only those elements for which a significant change is expected should 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, should be indicated.*

**1.3.4 Recommendation.** — *The change indicator “BECMG” and the associated time group should 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 should normally not exceed 2 hours but in any case, should not exceed 4 hours.*

**1.3.5 Recommendation.** — *The change indicator “TEMPO” and the associated time group should 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” should be used in accordance with 1.3.4 or the validity period should be subdivided in accordance with 1.3.6.*

**1.3.6 Recommendation.** — *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 should 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” should be self-contained and all forecast conditions given before the abbreviation should be superseded by those following the abbreviation.*

#### **1.4 Use of probability groups**

**Recommendation.** — *The probability of occurrence of an alternative value of a forecast element or elements should 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 should 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 should 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 should 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, should not be considered a probability but instead should 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 should not be used to qualify the change indicator “BECMG” nor the time indicator “FM”.*

### 1.5 Numbers of change and probability groups

**Recommendation.** — *The number of change and probability groups should be kept to a minimum and should not normally exceed five groups.*

### 1.6 Dissemination of TAF

TAF and amendments thereto shall be disseminated to international OPMET databanks and the centers 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 Appendix 3, 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.

*Note.* — *Examples of trend forecasts are given in Appendix 3.*

### 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 meteorological authority in consultation with the appropriate ATS authority 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.

*Note. — In trend forecasts appended to local routine and special reports, visibility refers to the forecast visibility along the runway(s); in trend forecasts appended to METAR and SPECI, visibility refers to the forecast prevailing visibility.*

### 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:

- freezing precipitation
- moderate or heavy precipitation (including showers)
- thunderstorm (with precipitation)
- duststorm
- sandstorm
- other weather phenomena given in Appendix 3, 4.4.2.3, as agreed between the meteorological authority, the appropriate ATS authority 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:

- freezing fog
- low drifting dust, sand or snow
- blowing dust, sand or snow
- thunderstorm (without precipitation)
- squall
- 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 meteorological authority and the operator concerned.

### 2.3 Use of change groups

*Note. — Guidance on the use of change indicators in trend forecasts is given in Appendix 3, Table A3-3.*

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 trendforecast 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

**Recommendation.** — *The format of the forecast should be as agreed between the meteorological authority and the operator concerned. The order of the elements and the terminology, units and scales used in forecasts for take-off should be the same as those used in reports for the same aerodrome.*

#### 3.2 Amendments to forecasts for take-off

**Recommendation.** — *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 should be agreed between the meteorological authority and the operators concerned. The criteria should be consistent with the corresponding criteria for special reports established for the aerodrome in accordance with Appendix 3, 2.3.1.*

### 4. CRITERIA RELATED TO AREA FORECASTS FOR LOW-LEVEL FLIGHTS

#### 4.1 Format and content of GAMET area forecasts

When prepared in GAMET format, area forecasts shall contain two sections: Section I related to information on en-route weather phenomena hazardous to low-level flights, prepared in support of the issuance of AIRMET information, and Section II related to additional information required by low-level flights. The content and order of elements in a GAMET area forecast, when prepared, shall be in accordance with the template shown in Table A5-3. Additional elements in Section II shall be included in accordance with regional air navigation agreement. Elements which are already covered by a SIGMET message shall be omitted from GAMET area forecasts.

#### 4.2 Amendments to GAMET area forecasts

When a weather phenomenon hazardous to low-level flights has been included in the GAMET area forecast and the phenomenon forecast does not occur, or is no longer forecast, a GAMET AMD shall be issued, amending only the weather element concerned.

*Note.* — *Specifications regarding the issuance of AIRMET information amending the area forecast in respect of weather phenomena hazardous for low-level flights are given in Appendix 6.*

#### 4.3 Content of area forecasts for low-level flights in chart form

4.3.1 When chart form is used for area forecasts for low-level flights, the forecast of upper wind and upper-air temperature shall be issued for points separated by no more than 500 km (300 NM) and for at least the following altitudes: 600, 1 500 and 3 000 m (2 000, 5 000 and 10 000 ft), and 4 500 m (15 000 ft) in mountainous areas.

4.3.2 When chart form is used for area forecasts for low-level flights, the forecast of SIGWX phenomena shall be issued as low-level SIGWX forecast for flight levels up to 100 (or up to flight level 150 in mountainous areas, or higher, where necessary). Low-level SIGWX forecasts shall include the following items:

- a) the phenomena warranting the issuance of a SIGMET as given in Appendix 6 and which are expected to affect low-level flights; and
- b) the elements in area forecasts for low-level flights as given in Table A5-3 except elements concerning:
  - 1) upper wind and upper-air temperature; and
  - 2) forecast QNH.

*Note. — Guidance on the use of terms “ISOL”, “OCNL” and “FRQ” referring to cumulonimbus and towering cumulus clouds, and thunderstorms is given in Appendix 6.*

#### 4.4 Exchange and dissemination of area forecasts for low-level flights

4.4.1 Area forecasts for low-level flights prepared in support of the issuance of AIRMET information shall be exchanged between aerodrome meteorological offices and/or meteorological watch offices responsible for the issuance of flight documentation for low-level flights in the flight information regions concerned.

4.4.2 **Recommendation.** — *Area forecasts for low-level flights, in support of international air navigation, prepared in accordance with regional air navigation agreement and in support of the issuance of AIRMET information should be disseminated to the aeronautical fixed service Internet-based services.*



**Table A5-1. 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.

*Note 1.— The ranges and resolutions for the numerical elements included in TAF are shown in Table A5-4 of this appendix.*

*Note 2.— The explanations for the abbreviations can be found in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400).*

<i>Element as specified in Chapter 6</i>	<i>Detailed content</i>	<i>Template(s)</i>	<i>Examples</i>
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 <sup>1</sup>
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.			

Element as specified in Chapter 6	Detailed content	Template(s)			Examples
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 <sup>2</sup>			24004MPS; VRB01MPS (24008KT); (VRB02KT) 19005MPS (19010KT) 00000MPS (00000KT) 140P49MPS (140P99KT) 12003G09MPS (12006G18KT) 24008G14MPS (24016G28KT)
	Wind speed (M)	[P]nn[n]			
	Significant speed variations (C) <sup>3</sup>	G[P]nn[n]			
	Units of measurement (M)	MPS (or KT)			
Visibility (M)	Prevailing visibility (M)	nnnn			C 0350 CAVOK A 7000 V 9000 O 9999 K
Weather (C) <sup>4,5</sup>	Intensity of weather phenomena (C) <sup>6</sup>	– or +	—		
	Characteristics and type of weather phenomena (C) <sup>7</sup>	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	RA HZ +TSRA FG –FZDZ PRFG  +TSRASN  SNRA FG	
Cloud (M) <sup>8</sup>	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 SCT008 BKN025CB
	Cloud type (C) <sup>4</sup>	CB or TCU	—		
Temperature (O) <sup>9</sup>	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) <sup>4, 10</sup>	Change or probability indicator (M)	PROB30 [TEMPO] or PROB40 [TEMPO] or BECMG or TEMPO or FM			C A V O K	TEMPO 0815/0818 25017G25MPS (TEMPO 0815/0818 25034G50KT)
	Period of occurrence or change (M)	nnnn/nnnn or nnnnnn <sup>11</sup>				TEMPO 2212/2214 17006G13MPS 1000 TSRA SCT010CB BKN020 (TEMPO 2212/2214 17012G26KT 1000 TSRA SCT010CB BKN020)
	Wind (C) <sup>4</sup>	nnn[P]nn[n][G[P]nn[n]]MPS or VRBnnMPS (or nnn[P]nn[G[P]nn]KT or VRBnnKT)				
	Prevailing visibility (C) <sup>4</sup>	nnnn				
	Weather phenomenon: intensity (C) <sup>6</sup>	– or +	—	NSW		BECMG 3010/3011 00000MPS 2400 OVC010 (BECMG 3010/3011 00000KT 2400 OVC010)
	Weather phenomenon: characteristics and type (C) <sup>4, 7</sup>	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) <sup>4</sup>	FEWnnn or SCTnnn or BKNnnn or OVCnnn	VVnnn or VV///	NSC		FM051230 15015KMH 9999 BKN020 (FM051230 15008KT 9999 BKN020)
	Cloud type (C) <sup>4</sup>	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 A5-2. Use of change and time indicators in TAF**

Change or time indicator		Time period	Meaning
FM		$n_d n_m n_h n_m n_m$	used to indicate a significant change in most weather elements occurring at $n_d n_d$ day, $n_h n_h$ hours and $n_m n_m$ minutes (UTC); all the elements given before "FM" are to be included following "FM" (i.e. they are all superseded by those following the abbreviation)
BECMG		$n_{d1} n_{d1} n_{h1} n_{h1} / n_{d2} n_{d2} n_{h2} n_{h2}$	the change is forecast to commence at $n_{d1} n_{d1}$ day and $n_{h1} n_{h1}$ hours (UTC) and be completed by $n_{d2} n_{d2}$ day and $n_{h2} n_{h2}$ hours (UTC); only those elements for which a change is forecast are to be given following "BECMG"; the time period $n_{d1} n_{d1} n_{h1} n_{h1} / n_{d2} n_{d2} n_{h2} n_{h2}$ should normally be less than 2 hours and in any case should not exceed 4 hours
TEMPO		$n_{d1} n_{d1} n_{h1} n_{h1} / n_{d2} n_{d2} n_{h2} n_{h2}$	temporary fluctuations are forecast to commence at $n_{d1} n_{d1}$ day and $n_{h1} n_{h1}$ hours (UTC) and cease by $n_{d2} n_{d2}$ day and $n_{h2} n_{h2}$ hours (UTC); only those elements for which fluctuations are forecast are to be given following "TEMPO"; temporary fluctuations should not last more than one hour in each instance, and in the aggregate, cover less than half of the period $n_{d1} n_{d1} n_{h1} n_{h1} / n_{d2} n_{d2} n_{h2} n_{h2}$
PROBnn	—	$n_{d1} n_{d1} n_{h1} n_{h1} / n_{d2} n_{d2} n_{h2} n_{h2}$	probability of occurrence (in %) of an alternative value of a forecast element or elements; nn = 30 or nn = 40 only; to be placed after the element(s) concerned
	TEMPO	$n_{d1} n_{d1} n_{h1} n_{h1} / n_{d2} n_{d2} n_{h2} n_{h2}$	probability of occurrence of temporary fluctuations

**Table A5-3. Template for GAMET**

Key: M = inclusion mandatory, part of every message;  
 C = inclusion conditional, dependent on meteorological conditions;  
 O = inclusion optional;  
 = = a double line indicates that the text following it should be placed on the subsequent line.

Element	Detailed content	Template(s)	Examples
Location indicator of FIR/CTA (M)	ICAO location indicator of the ATS unit serving the FIR or CTA to which the GAMET refers (M)	nnnn	YUCC <sup>1</sup>
Identification (M)	Message identification (M)	GAMET	GAMET
Validity period (M)	Day-time groups indicating the period of validity in UTC (M)	VALID nnnnnn/nnnnnn	VALID 220600/221200
Location indicator of aerodrome meteorological office or meteorological watch office (M)	Location indicator of aerodrome meteorological office or meteorological watch office originating the message with a separating hyphen (M)	nnnn-	YUDO- <sup>1</sup>
Name of the FIR/CTA or part thereof (M)	Location indicator and name of the FIR/CTA, or part thereof for which the GAMET is issued (M)	nnnn nnnnnnnnnn FIR/[n] [BLW FLnnn] or nnnn nnnnnnnnnn CTA/[n] [BLW FLnnn]	YUCC AMSWELL FIR/2 BLW FL120 YUCC AMSWELL FIR

Element	Detailed content	Template(s)			Examples
		Identifier and time	Location	Content	
Indicator for the beginning of Section I (M)	Indicator to identify the beginning of Section I (M)	SECN I			SECN I
Surface wind (C)	Widespread surface wind exceeding 15 m/s (30 kt)	SFC WIND: [nn/nn]	[N OF Nnn or Snn] or [S OF Nnn or Snn] or [W OF Wnnn or Ennn] or [E OF Wnnn or Ennn] or [nnnnnnnnn] <sup>2</sup>	nnn/[n]nnMPS (or nnn/[n]nnKT)	SFC WIND: 10/12 310/16MPS SFC WIND: E OF W110 050/40KT
Surface visibility (C)	Widespread surface visibility below 5 000 m including the weather phenomena causing the reduction in visibility	SFC VIS: [nn/nn]		nnnnM FG or BR or SA or DU or HZ or FU or VA or PO or DS or SS or DZ or RA or SN or SG or FC or GR or GS or PL or SQ	SFC VIS: 06/08 N OF N51 3000M BR
Significant weather (C)	Significant weather conditions encompassing thunderstorms, heavy sandstorm and duststorm, and volcanic ash	SIGWX: [nn/nn]		ISOL TS or OCNL TS or FRQ TS or OBSC TS or EMBD TS or HVY DS or HVY SS or SQL TS or ISOL TSGR or OCNL TSGR or FRQ TSGR or OBSC TSGR or EMBD TSGR or SQL TSGR or VA	SIGWX: 11/12 ISOL TS SIGWX: 12/14 S OF N35 HVY SS
Mountain obscuration (C)	Mountain obscuration	MT OBSC: [nn/nn]		nnnnnnnnn <sup>2</sup>	MT OBSC: S OF N48 MT PASSES
Cloud (C)	Widespread areas of broken or overcast cloud with height of base less than 300 m (1 000 ft) above ground level (AGL) or above mean sea level (AMSL) and/or any occurrence of cumulonimbus (CB) or towering cumulus (TCU) clouds	SIG CLD: [nn/nn]		BKN or OVC [n]nnn/[n]nnnM (or [n]nnn/[n]nnnFT) AGL or AMSL ISOL or OCNL or FRQ or OBSC or EMBD CB <sup>3</sup> or TCU <sup>3</sup> [n]nnn/[n]nnnM (or [n]nnn/[n]nnnFT) AGL or AMSL	SIG CLD: 06/09 N OF N51 OVC 800/1100FT AGL 10/12 ISOL TCU 1200/8000FT AGL
Icing (C)	Icing (except for that occurring in convective clouds and for severe icing for which a SIGMET message has already been issued)	ICE: [nn/nn]		MOD FLnn/nnn or MOD ABV FLnnn or SEV FLnn/nnn or SEV ABV FLnnn	ICE: MOD FL050/080
Turbulence (C)	Turbulence (except for that occurring in convective clouds and for severe turbulence for which a SIGMET message has already been issued)	TURB: [nn/nn]		MOD FLnn/nnn or MOD ABV FLnnn or SEV FLnn/nnn or SEV ABV FLnnn	TURB: MOD ABV FL090
Mountain wave (C)	Mountain wave (except for severe mountain wave for which a SIGMET message has already been issued)	MTW: [nn/nn]		MOD FLnn/nnn or MOD ABV FLnnn or SEV FLnn/nnn or SEV ABV FLnnn	MTW: N OF N63 MOD ABV FL080

Element	Detailed content	Template(s)			Examples
		Identifier and time	Location	Content	
SIGMET (C)	SIGMET messages applicable to the FIR/CTA concerned or a sub-area thereof, for which the area forecast is valid	SIGMET APPLICABLE:	—	[n][n]n <sup>4</sup>	SIGMET APPLICABLE: 3, A5, B06
or HAZARDOUS WX NIL (C) <sup>5</sup>		HAZARDOUS WX NIL			HAZARDOUS WX NIL
Indicator for the beginning of Section II (M)	Indicator to identify the beginning of Section II (M)	SECN II			SECN II
Pressure centres and fronts (M)	Pressure centres and fronts and their expected movements and developments	PSYS: [nn]	Nnnnn or Snnnn Wnnnnn or Ennnnn or Nnnnn or Snnnn Wnnnnn or Ennnnn TO Nnnnn or Snnnn Wnnnnn or Ennnnn	L [n]nnnHPA or H [n]nnnHPA or FRONT or NIL	PSYS: 06 N5130 E01000 L 1004HPA MOV NE 25KT WKN
			—	MOV N or MOV NE or MOV E or MOV SE or MOV S or MOV SW or MOV W or MOV NW nnKMh (or nnKT) WKN or NC or INTSF	
Upper winds and temperatures (M)	Upper wind and upper-air temperature for at least the following altitudes: 600, 1 500 and 3 000 m (2 000, 5 000 and 10 000 ft)	WIND/T:	Nnnnn or Snnnn Wnnnnn or Ennnnn or	[n]nnnM (or [n]nnnFT) nnn/[n]nnMPS (or nnn/[n]nnKT) PSnn or MSnn	WIND/T: 2000FT N5500 W01000 270/18MPS PS03 5000FT N5500 W01000 250/20MPS MS02 10000FT N5500 W01000 240/22MPS MS11
Cloud (M)	Cloud information not included in Section I giving type, height of base and top above ground level (AGL) or above mean sea level (AMSL)	CLD: [nn/nn]	[N OF Nnn or Snn] or [S OF Nnn or Snn] or [W OF Wnnn or Ennn] or [E OF Wnnn or Ennn] or [nnnnnnnn] <sup>6</sup>	FEW or SCT or BKN or OVC ST or SC or CU or AS or AC or NS [n]nnn/[n]nnnM (or [n]nnn/[n]nnFT) AGL or AMSL or NIL	CLD: BKN SC 2500/8000FT AGL CLD: NIL
Freezing level (M)	Height indication of 0°C level(s) above ground level (AGL) or above mean sea level (AMSL), if lower than the top of the airspace for which the forecast is supplied	FZLVL:		[ABV] [n]nnnFT AGL or AMSL	FZLVL: 3000FT AGL
Forecast QNH (M)	Forecast lowest QNH during the period of validity	MNM QNH:		[n]nnnHPA	MNM QNH: 1004HPA
Sea-surface temperature and state of the sea (O)	Sea-surface temperature and state of the sea if required by regional air navigation agreement	SEA:		Tnn HGT [n]nM	SEA: T15 HGT 5M
Volcanic eruptions (M)	Name of volcano	VA:		nnnnnnnnn or NIL	VA: ETNA VA: NIL

Notes. —

1. Fictitious location.
2. Free text describing well-known geographical locations should be kept to a minimum.
3. The location of the CB and/or TCU should be specified in addition to any widespread areas of broken or overcast cloud as given in the example.
4. List as necessary, with comma separating.
5. When no elements are included in Section I.



**Table A5-4. 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:	MPS	00 – 99*	1
	KT	00 – 199*	1
Visibility:	M	0000 – 0750	50
	M	0800 – 4 900	100
	M	5 000 – 9 000	1 000
	M	10 000 –	0 (fixed value: 9 999)
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 A5-1. 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 Annex 5, the corresponding non-SI alternative units “knot” and “foot” may be used instead.*

**Example A5-2. 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

**Example A5-3. GAMET area forecast**

YUCC GAMET VALID 220600/221200 YUDO –

YUCC AMSWELL FIR/2 BLW FL120

SECN I

SFC WIND: 10/12 310/16MPS

SFC VIS: 06/08 N OF N51 3000M BR

SIGWX: 11/12 ISOL TS

SIG CLD: 06/09 N OF N51 OVC 800/1100FT AGL 10/12 ISOL TCU 1200/8000FT AGL

ICE: MOD FL050/080

TURB: MOD ABV FL090

SIGMET APPLICABLE: 3, 5

SECN II

PSYS: 06 N5130 E01000 L 1004HPA MOV NE 25KT WKN

WIND/T: 2000FT N5500 W01000 270/18MPS PS03 5000FT N5500 W01000 250/20MPS MS02  
10000FT N5500 W01000 240/22MPS MS11

CLD: BKN SC 2500/8000FT AGL

FZLVL: 3000FT AGL

MNM QNH: 1004HPA

SEA: T15 HGT 5M

VA: NIL

*Meaning:*

An area forecast for low-level flights (GAMET) issued for sub-area two of the Amswell\* flight information region (identified by YUCC Amswell area control centre) for below flight level 120 by the Donlon/International\* aerodrome meteorological office (YUDO); the message is valid from 0600 UTC to 1200 UTC on the 22nd of the month.

Section I:

surface wind speed and direction: between 1000 UTC and 1200 UTC surface wind direction 310 degrees; wind speed 16 metres per second;

surface visibility: between 0600 UTC and 0800 UTC north of 51 degrees north 3 000 metres (due to mist);

significant weather phenomena: between 1100 UTC and 1200 UTC isolated thunderstorms without hail;

significant clouds: between 0600 UTC and 0900 UTC north of 51 degrees north overcast base 800, top 1 100 feet above ground level; between 1000 UTC and 1200 UTC isolated towering cumulus base 1 200, top 8 000 feet above ground level;

icing: moderate between flight level 050 and 080;

turbulence: moderate above flight level 090 (at least up to flight level 120);

SIGMET messages: 3 and 5 applicable to the validity period and sub-area concerned.



## Section II:

pressure systems:	at 0600 UTC low pressure of 1 004 hectopascals at 51.5 degrees north 10.0 degrees east, expected to move north-eastwards at 25 knots and to weaken;
winds and temperatures:	at 2 000 feet above ground level at 55 degrees north 10 degrees west wind direction 270 degrees, wind speed 18 metres per second, temperature plus 3 degrees Celsius; at 5 000 feet above ground level at 55 degrees north 10 degrees west wind direction 250 degrees, wind speed 20 metres per second, temperature minus 2 degrees Celsius; at 10 000 feet above ground level at 55 degrees north 10 degrees west wind direction 240 degrees, wind speed 22 metres per second, temperature minus 11 degrees Celsius;
clouds:	broken stratocumulus, base 2 500 feet, top 8 000 feet above ground level;
freezing level:	3 000 feet above ground level;
minimum QNH:	1 004 hectopascals;
sea:	surface temperature 15 degrees Celsius; and state of the sea 5 metres;
volcanic ash:	nil.

\* Fictitious location

**APPENDIX 6. TECHNICAL SPECIFICATIONS RELATED TO SIGMET AND AIRMET INFORMATION,  
AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS  
(See SECTION 3 of this Regulation.)**

*Note. — Data type designators to be used in abbreviated headings for SIGMET, AIRMET, tropical cyclone and volcanic ash advisory messages are given in the Manual on the Global Telecommunication System (WMO-No. 386).*

**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 A6-1A.

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 A6-1A 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 A6-1A, 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	
— obscured	OBSC TS
— embedded	EMBD TS
— frequent	FRQ TS
— squall line	SQL TS
— obscured with hail	OBSC TSGR
— embedded with hail	EMBD TSGR
— frequent, with hail	FRQ TSGR
— squall line with hail	SQL TSGR
tropical cyclone	
— tropical cyclone with 10-minute mean name)surface wind speed of 17 m/s (34 kt) or more	TC (+ cyclone
turbulence	
— severe turbulence	SEV TURB
icing	
— severe icing	SEV ICE
— severe icing due to (FZRA)freezing rain	SEV ICE
mountain wave	

— severe mountain wave	SEV MTW
duststorm	
— heavy duststorm	HVY DS
sandstorm	
— heavy sandstorm	HVY SS
volcanic ash	
— volcanic ash	VA (+ volcano name, if known)
radioactive cloud	RDOACT CLD

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 or a tropical cyclone shall not include references to associated turbulence and icing.

1.1.6 **Recommendation.** — *Until 4 November 2020, SIGMET information should be disseminated in IWXXM GML form in addition to the dissemination of SIGMET information in accordance with 1.1.1.*

1.1.6 As of 5 November 2020, SIGMET information shall be disseminated in IWXXM GML form in addition to the dissemination of SIGMET information in accordance with 1.1.1.

*Note 1. — The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representation Derived from Data Models. Guidance on the implementation of IWXXM is provided in Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2. — Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

1.1.7 **Recommendation.** — *SIGMET, when issued in graphical format, should be as specified in Appendix 1, 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, WAFCs 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 centers.

1.2.2 SIGMET messages shall be disseminated to international OPMET databanks and the centers 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 AIRMET INFORMATION

### 2.1 Format of AIRMET messages

2.1.1 The content and order of elements in an AIRMET message shall be in accordance with the template shown in Table A6-1A.

2.1.2 The sequence number referred to in the template in Table A6-1A shall correspond with the number of AIRMET messages issued for the FIR since 0001 UTC on the day concerned. The meteorological watch offices whose area of responsibility encompasses more than one FIR and/or CTA shall issue separate AIRMET messages for each FIR and/or CTA within their area of responsibility.

2.1.3 The FIR shall be divided in sub-areas, as necessary.

2.1.4 In accordance with the template in Table A6-1A, only one of the following phenomena shall be included in an AIRMET message, using the abbreviations as indicated below:

At cruising levels below flight level 100 (or below flight level 150 in mountainous areas, or higher, where necessary):

- surface wind speed
  - widespread mean surface wind speed above 15 m/s (30 kt) SFC WIND (+ wind, direction, speed and units)
- surface visibility
  - widespread areas affected by reduction of visibility to less than 5 000 m, including the weather phenomena or phenomenon causing the reduction SFC VIS (+ visibility) (+ one of the following weather combinations thereof: BR, DS, DU, DZ, FC, RA, SA, SG, SN, SQ, SS or VA)
  - FG, FU, GR, GS, HZ, PL, PO, of visibility
- thunderstorms
  - isolated thunderstorms without hail ISOL TS
  - occasional thunderstorms TSwwithout hail OCNL
  - isolated thunderstorms TSGRwith hail ISOL
  - occasional thunderstorms TSGRwith hail OCNL
- mountain obscuration
  - mountains obscured MT OBSC
- cloud
  - widespread areas of broken or overcast cloud with height of base less than 300 m

- (1 000 ft)  
above ground level:
- broken BKN CLD (+ height of the base and top and units)
  - overcast OVC CLD (+ height of the base and top and units)
  - cumulonimbus clouds which are:
    - isolated ISOL CB
    - occasional OCNL CB
    - frequent FRQ CB
  - towering cumulus clouds which are:
    - isolated ISOL TCU
    - occasional OCNL TCU
    - frequent FRQ TCU
  - icing
    - moderate icing (except for icing MOD  
ICE in convective clouds)
  - turbulence
    - moderate turbulence (except for MOD TURB  
turbulence in convective clouds)
  - mountain wave
    - moderate mountain wave MOD MTW

2.1.5 AIRMET information shall not contain unnecessary descriptive material. In describing the weather phenomena for which the AIRMET is issued, no descriptive material additional to that given in 2.1.4 shall be included. AIRMET information concerning thunderstorms or cumulonimbus clouds shall not include references to associated turbulence and icing.

*Note. — The specifications for SIGMET information which is also applicable to low-level flights are given in 1.1.4.*

2.1.6 **Recommendation.** — *Until 4 November 2020, AIRMET information should be disseminated in IWXXM GML form in addition to the dissemination of AIRMET information in accordance with 2.1.1.*

2.1.6 As of 5 November 2020, AIRMET information shall be disseminated in IWXXM GML form in addition to the dissemination of AIRMET information in accordance with 2.1.1.

*Note 1. — The technical specifications for IWXXM are contained in the Manual on Codes (WMO-No. 306), Volume I.3, Part D — Representation Derived from Data Models. Guidance on the implementation of IWXXM is provided in Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2. — Geography markup language (GML) is an encoding standard of the Open Geospatial*

*Consortium (OGC).*

## 2.2 Dissemination of AIRMET messages

2.2.1 **Recommendation.** — *AIRMET messages should be disseminated to meteorological watch offices in adjacent FIRs and to other meteorological watch offices or aerodrome meteorological offices, as agreed between the meteorological authorities concerned.*

2.2.2 **Recommendation.** — *AIRMET messages should be transmitted to international operational meteorological databanks and the centers designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services, in accordance with regional air navigation agreement.*

## 3. SPECIFICATIONS RELATED TO SPECIAL AIR-REPORTS

*Note.* — *This appendix deals with the uplink of special air-reports. The general specifications related to special air-reports are in Appendix 4.*

3.1 **Recommendation.** — *Special air-reports should be uplinked for 60 minutes after their issuance.*

3.2 **Recommendation.** — *Information on wind and temperature included in automated special air-reports should not be uplinked to other aircraft in flight.*

## 4. DETAILED CRITERIA RELATED TO SIGMET AND AIRMET MESSAGES AND SPECIAL AIR-REPORTS (UPLINK)

### 4.1 Identification of the flight information region

**Recommendation.** — *In cases where the airspace is divided into a FIR and an upper flight information region (UIR), the SIGMET should be identified by the location indicator of the air traffic services unit serving the FIR.*

*Note.* — *The SIGMET message applies to the whole airspace within the lateral limits of the FIR, i.e. to the FIR and to the UIR. The particular areas and/or flight levels affected by the meteorological phenomena causing the issuance of the SIGMET are given in the text of the message.*

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

4.2.1 **Recommendation.** — *An area of thunderstorms and cumulonimbus clouds should 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).*

**4.2.2 Recommendation.** — *An area of thunderstorms should 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).*

**4.2.3 Recommendation.** — *Squall line (SQL) should indicate a thunderstorm along a line with little or no space between individual clouds.*

**4.2.4 Recommendation.** — *Hail (GR) should be used as a further description of the thunderstorm, as necessary.*

**4.2.5 Recommendation.** — *Severe and moderate turbulence (TURB) should refer only to: low-level turbulence associated with strong surface winds; rotor streaming; or turbulence whether in cloud or not in cloud (CAT). Turbulence should not be used in connection with convective clouds.*

**4.2.6** Turbulence shall be considered:

- a) severe when the peak value of EDR equals or exceeds 0.45; and
- b) moderate when the peak value of EDR is equal to or above 0.20 and below 0.45.

**4.2.7 Recommendation.** — *Severe and moderate icing (ICE) should refer to icing in other than convective clouds. Freezing rain (FZRA) should refer to severe icing conditions caused by freezing rain.*

**4.2.8 Recommendation.** — *A mountain wave (MTW) should 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.*

**4.2.9 Recommendation.** — *Sandstorm/duststorm should 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.*

## 5. SPECIFICATIONS RELATED TO AERODROME WARNINGS

### 5.1 Format and dissemination of aerodrome warnings

**5.1.1** The aerodrome warnings shall be issued in accordance with the template in Table A6-2 where required by operators or aerodrome services and shall be disseminated in accordance with local arrangements to those concerned.

**5.1.2** The sequence number referred to in the template in Table A6-2 shall correspond with the number of aerodrome warnings issued for the aerodrome since 0001 UTC on the day concerned.

**5.1.3 Recommendation.** — *In accordance with the template in Table A6-2, aerodrome warnings should relate to the occurrence or expected occurrence of one or more of the*

*following phenomena:*

- *tropical cyclone (to be included if the 10-minute mean surface wind speed at the aerodrome is expected to be 17 m/s (34 kt) or more)*
- *thunderstorm*
- *hail*
- *snow (including the expected or observed snow accumulation)*
- *freezing precipitation*
- *hoar frost or rime*
- *sandstorm*
- *duststorm*
- *rising sand or dust*
- *strong surface wind and gusts*
- *squall*
- *frost*
- *volcanic ash*
- *tsunami*
- *volcanic ash deposition*
- *toxic chemicals*
- *other phenomena as agreed locally.*

*Note. — Aerodrome warnings related to the occurrence or expected occurrence of tsunami are not required where a national public safety plan for tsunami is integrated with the “at risk” aerodrome concerned.*

**5.1.4 Recommendation.** — *The use of text additional to the abbreviations listed in the template in Table A6-2 should be kept to a minimum. The additional text should be prepared in abbreviated plain language using approved ICAO abbreviations and numerical values. If no ICAO approved abbreviations are available, English plain language text should be used.*

## **5.2 Quantitative criteria for aerodrome warnings**

**Recommendation.** — *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 should be as agreed between the aerodrome meteorological office and the users concerned.*

## **6. SPECIFICATIONS RELATED TO WIND SHEAR WARNINGS**

### **6.1 Detection of wind shear**

**Recommendation.** — Evidence of the existence of wind shear should 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.*



*Note. — Wind shear conditions are normally associated with the following phenomena:*

- thunderstorms, microbursts, funnel cloud (tornado or waterspout), and gust fronts*
- frontal surfaces*
- strong surface winds coupled with local topography*
- sea breeze fronts*
- mountain waves (including low-level rotors in the terminal area)*
- low-level temperature inversions.*

## **6.2 Format and dissemination of wind shear warnings and alerts**

*Note. — Information on wind shear is also to be included as supplementary information in local routine reports, local special reports, METAR and SPECI in accordance with the templates in Appendix 3, Tables A3-1 and A3-2.*

6.2.1 The wind shear warnings shall be issued in accordance with the template in Table A6-3 and shall be disseminated in accordance with local arrangements to those concerned.

6.2.2 The sequence number referred to in the template in Table A6-3 shall correspond with the number of wind shear warnings issued for the aerodrome since 0001 UTC on the day concerned.

6.2.3 **Recommendation.** — *The use of text additional to the abbreviations listed in the template in Table A6-3 should be kept to a minimum. The additional text should be prepared in abbreviated plain language using approved ICAO abbreviations and numerical values. If no ICAO approved abbreviations are available, English plain language text should be used.*

6.2.4 **Recommendation.** — *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, should be disseminated unchanged in accordance with local arrangements to those concerned.*

*Note 1. — Following reported encounters by both arriving and departing aircraft, two different wind shear warnings may exist: one for arriving aircraft and one for departing aircraft.*

*Note 2. — Specifications for reporting the intensity of wind shear are still undergoing development. It is recognized, however, that pilots, when reporting wind shear, may use the qualifying terms “moderate”, “strong” or “severe”, based to a large extent on their subjective assessment of the intensity of the wind shear encountered.*

6.2.5 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.

6.2.6 **Recommendation.** — *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 should include a specific reference to microburst.*

6.2.7 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 meteorological authority, the appropriate ATS authority and the operators

concerned.

**Table A6-1A. Template for SIGMET and AIRMET messages**

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

*Note 1.— The ranges and resolutions for the numerical elements included in SIGMET/AIRMET messages are shown in Table A6-4 of this appendix.*

*Note 2. — In accordance with 1.1.5 and 2.1.5, severe or moderate icing and severe or moderate turbulence (SEV ICE, MOD ICE, SEV TURB, MOD TURB) associated with thunderstorms, cumulonimbus clouds or tropical cyclones should not be included.*

Element	Detailed content	SIGMET template	AIRMET template	SIGMET message examples	AIRMET message examples
Location indicator of FIR/CTA (M) <sup>1</sup>	ICAO location indicator of the ATS unit serving the FIR or CTA to which the SIGMET/AIRMET refers	nnnn		YUCC <sup>2</sup> YUDD <sup>2</sup>	
Identification (M)	Message identification and sequence number <sup>3</sup>	SIGMET [n][n]n	AIRMET [n][n]n	SIGMET 1 SIGMET 01 SIGMET A01	AIRMET 9 AIRMET 19 AIRMET B19
Validity period (M)	Day-time groups indicating the period of validity in UTC	VALID nnnnnn/nnnnnn		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- <sup>2</sup> YUSO- <sup>2</sup>	
Name of the FIR/CTA (M)	Location indicator and name of the FIR/CTA <sup>4</sup> for which the SIGMET/AIRMET is issued	nnnn nnnnnnnnnn FIR or UIR or FIR/UIR or nnnn nnnnnnnnnn CTA	nnnn nnnnnnnnnn FIR/[n]	YUCC AMSWELL FIR <sup>2</sup> YUDD SHANLON <sup>2</sup> FIR/UIR <sup>2</sup> UIR FIR/UIR YUDD SHANLON CTA <sup>2</sup>	YUCC AMSWELL FIR/ <sup>2</sup> YUDD SHANLON FIR <sup>2</sup>
IF THE SIGMET OR AIRMET MESSAGE IS TO BE CANCELLED, SEE DETAILS AT THE END OF THE TEMPLATE.					
Status indicator (C) <sup>5</sup>	Indicator of test or exercise	TEST or EXER	TEST or EXER	TEST EXER	TEST EXER

Element	Detailed content	SIGMET template	AIRMET template	SIGMET message examples	AIRMET message examples
Phenomenon (M) <sup>6</sup>	Description of phenomenon causing the issuance of SIGMET/AIRMET	OBSC <sup>7</sup> TS[GR <sup>8</sup> ] EMBD <sup>9</sup> TS[GR <sup>8</sup> ] FRQ <sup>10</sup> TS[GR <sup>8</sup> ] SQL <sup>11</sup> TS[GR <sup>8</sup> ]  TC nnnnnnnnn PSN Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] CB or TC NN <sup>12</sup> PSN Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn] CB  SEV TURB <sup>13</sup> SEV ICE <sup>14</sup> SEV ICE (FZRA) <sup>14</sup> SEV MTW <sup>15</sup>  HVY DS HVY SS  [VA ERUPTION] [MT nnnnnnnnn] [PSN Nnn[nn] or Snn[nn] Ennn[nn] or Wnnn[nn]] VA CLD  RDOACT CLD	SFC WIND nnn/nn[n]MPS (or SFC WIND nnn/nn[n]KT)  SFC VIS [n][n]nm (nn) <sup>16</sup>  ISOL <sup>17</sup> TS[GR <sup>8</sup> ] OCNL <sup>18</sup> TS[GR <sup>8</sup> ]  MT OBSC  BKN CLD nnn/[ABV][n]nnnM (or BKN CLD [n]nnn/[ABV][n]nnnFT) or BKN CLD SFC/[ABV][n]nnnM (or BKN CLD SFC/[ABV][n]nnnFT) OVC CLD nnn/[ABV][n]nnnM (or OVC CLD [n]nnn/[ABV][n]nnnFT) or OVC CLD SFC/[ABV][n]nnnM (or OVC CLD SFC/[ABV][n]nnnFT)  ISOL <sup>17</sup> CB <sup>19</sup> OCNL <sup>18</sup> CB <sup>19</sup> FRQ <sup>10</sup> CB <sup>19</sup>  ISOL <sup>17</sup> TCU <sup>19</sup> OCNL <sup>18</sup> TCU <sup>19</sup> FRQ <sup>10</sup> TCU <sup>19</sup>  MOD TURB <sup>13</sup> MOD ICE <sup>14</sup> MOD MTW <sup>15</sup>	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 ASHVAL <sup>2</sup> PSN S15 E073 VA CLD  RDOACT CLD	SFC WIND 040/40MPS SFC WIND 310/20KT  SFC VIS 1500M (BR)  ISOL TS ISOL TSGR OCNL TS OCNL TSGR  MT OBSC  BKN CLD 120/900M BKN CLD 400/3000FT BKN CLD 1000/5000FT BKN CLD SFC/3000M BKN CLD SFC/ABV10000FT  OVC CLD 270/ABV3000M OVC CLD 900/ABV10000FT OVC CLD 1000/5000FT OVC CLD SFC/3000M OVC CLD SFC/ABV10000FT  ISOL CB OCNL CB FRQ CB  ISOL TCU OCNL TCU FRQ TCU  MOD TURB MOD ICE MOD MTW
Observed or forecast phenomenon (M) <sup>20, 21</sup>	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	

Element	Detailed content	SIGMET template	AIRMET template	SIGMET message examples	AIRMET message examples
Location (C) <sup>20, 21, 33</sup>	Location (referring to latitude and longitude (in degrees and minutes))	<p>Nnn[nn] Wnnn[nn] or Nnn[nn] Ennn[nn] or Snn[nn] Wnnn[nn] or Snn[nn] Ennn[nn]</p> <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] or 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 E OF Wnnn[nn] or E OF Ennn[nn]</p> <p>or</p> <p>N OF LINE<sup>22</sup> or NE OF LINE<sup>22</sup> or E OF LINE<sup>22</sup> or SE OF LINE<sup>22</sup> or S OF LINE<sup>22</sup> or SW OF LINE<sup>22</sup> or W OF LINE<sup>22</sup> or NW OF LINE<sup>22</sup> 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> <p>[AND N OF LINE<sup>22</sup> or NE OF LINE<sup>22</sup> or E OF LINE<sup>22</sup> or SE OF LINE<sup>22</sup> or S OF LINE<sup>22</sup> or SW OF LINE<sup>22</sup> or W OF LINE<sup>22</sup> or NW OF LINE<sup>22</sup> 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> <p>or</p> <p>WI<sup>22, 23</sup> 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> <p>or</p> <p>APRX nnnKM WID LINE<sup>22</sup> BTN (or nnnNM WID LINE<sup>22</sup> 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]]</p> <p>or</p> <p>ENTIRE UIR</p> <p>or</p> <p>ENTIRE FIR</p> <p>or</p> <p>ENTIRE FIR/UIR</p> <p>or</p> <p>ENTIRE CTA</p> <p>or<sup>24</sup></p> <p>WI nnnKM (or nnnNM) OF TC CENTRE</p> <p>or<sup>25</sup></p> <p>WI nnnKM (or nnnNM) OF Nnn[nn] or Snn[nn] Wnnn[nn] or Ennn[nn]</p>		<p>N2020 W07005</p> <p>N48 E010</p> <p>S60 W160</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</p> <p>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 – 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<sup>†</sup></p>	

Element	Detailed content	SIGMET template	AIRMET template	SIGMET message examples	AIRMET message examples
Level (C) <sup>20, 21</sup>	Flight level or altitude	[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 <sup>24</sup> TOP [ABV or BLW] FLnnn		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	
Movement or expected movement (C) <sup>20, 26, 34</sup>	Movement or expected movement (direction and speed) with reference to one of the sixteen points of compass, or stationary	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 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		MOV SE MOV NNW  MOV E 40KMH MOV E 20KT MOV WSW 20KT  STNR	
Changes in intensity (C) <sup>20</sup>	Expected changes in intensity	INTSF or WKN or NC		INTSF WKN NC	
Forecast time (C) <sup>20, 21, 26</sup>	Indication of the forecast time of phenomenon	FCST AT nnnnZ	—	FCST AT 2200Z	—
TC forecast position (C) <sup>24</sup>	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 <sup>31</sup> 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	—

Element	Detailed content	SIGMET template	AIRMET template	SIGMET message examples	AIRMET message examples
Forecast position (C) <sup>20, 21, 26, 27, 33</sup>	Forecast position of phenomenon at the end of the validity period of the SIGMET message <sup>32</sup>	<p>Nnn[nn] Wnnn[nn] or Nnn[nn] Ennn[nn] or Snn[nn] Wnnn[nn] or Snn[nn] Ennn[nn]</p> <p>or</p> <p>N OF Nnn[nn] or 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]</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 E OF Wnnn[nn] or E OF Ennn[nn]</p> <p>or</p> <p>N OF LINE<sup>22</sup> or NE OF LINE<sup>22</sup> or E OF LINE<sup>22</sup> or SE OF LINE<sup>22</sup> or S OF LINE<sup>22</sup> or SW OF LINE<sup>22</sup> or W OF LINE<sup>22</sup> or NW OF LINE<sup>22</sup> 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 LINE<sup>22</sup> or NE OF LINE<sup>22</sup> or E OF LINE<sup>22</sup> or SE OF LINE<sup>22</sup> or S OF LINE<sup>22</sup> or SW OF LINE<sup>22</sup> or W OF LINE<sup>22</sup> or NW OF LINE<sup>22</sup> 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>N30 W170</p> <p>N OF N30</p> <p>S OF S50 AND W OF E170</p> <p>S OF N46 AND N OF N39</p> <p>NE OF LINE N35 W020 – N45 W040</p> <p>SW OF LINE N48 W020 – N43 E010 AND NE OF LINE N43 W020 – N38 E010</p> <p>WI N20 W090 – N05 W090 – N10 W100 – N20 W100 – N20 W090</p> <p>APRX 50KM WID LINE BTN N64 W017 – N57 W005 – N55 E010 – N55 E030</p> <p>ENTIRE FIR ENTIRE UIR ENTIRE FIR/UIR</p> <p>ENTIRE CTA</p> <p>NO VA EXP</p> <p>WI 30KM OF N6030 E02550<sup>1</sup></p> <p>WI 150NM OF TC CENTRE</p>	—

Element	Detailed content	SIGMET template	AIRMET template	SIGMET message examples	AIRMET message examples
		<p>or</p> <p>WP<sup>22, 23</sup> 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> <p>or</p> <p>APRX nnKM WID LINE<sup>22</sup>  BTN (nnNM WID LINE<sup>22</sup>  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]]</p> <p>or</p> <p>ENTIRE FIR  or  ENTIRE UIR  or  ENTIRE FIR/UIR  or  ENTIRE CTA  or<sup>23</sup>  NO VA EXP</p> <p>or<sup>25</sup>  WI nnKM (or nnNM) OF  Nnn[nn] or Snn[nn]  Wnnn[nn] or Ennn[nn]</p> <p>or<sup>24</sup>  WI nnnKM (nnnNM) OF TC  CENTRE</p>			
Repetition of elements (C) <sup>29</sup>	Repetition of elements included in a SIGMET message for volcanic ash cloud or tropical cyclone	[AND] <sup>29</sup>	—	AND	—

OR

Cancellation of SIGMET/ AIRMET (C) <sup>30</sup>	Cancellation of SIGMET/AIRMET referring to its identification	<p>CNL SIGMET [n][n]  nnnnnn/nnnnnn</p> <p>or<sup>28</sup>  CNL SIGMET  [n][n] nnnnnn/nnnnnn  VA MOV TO nnnn FIR</p>	CNL AIRMET [n][n] nnnnnn/nnnnnn	<p>CNL SIGMET 2  101200/101600</p> <p>CNL SIGMET A13  251030/251430 VA MOV  TO YUDO FIR<sup>2</sup></p>	CNL AIRMET 05 151520/151800
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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”. *[Applicable 7 November 2019]*
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. Used for unnamed tropical cyclones.
13. In accordance with 4.2.5 and 4.2.6.
14. In accordance with 4.2.7.
15. In accordance with 4.2.8.
16. In accordance with 2.1.4.
17. In accordance with 4.2.1 c).
18. In accordance with 4.2.1 d).
19. The use of cumulonimbus (CB) and towering cumulus (TCU) is restricted to AIRMETs in accordance with 2.1.4.
20. 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.
21. In the case of cumulonimbus clouds associated with a tropical cyclone covering more than one area within the FIR, these elements can be repeated as necessary. Each location and forecast position must be preceded by an observed or forecast time.
22. 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.
23. The number of coordinates is to be kept to a minimum and should not normally exceed seven.
24. Only for SIGMET messages for tropical cyclones.
25. Only for SIGMET messages for radioactive cloud. A radius of up to 30 kilometers (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.
26. The elements “forecast time” and “forecast position” are not to be used in conjunction with the element “movement or expected movement”.
27. The levels of the phenomena remain fixed throughout the forecast period.
28. Only for SIGMET messages for volcanic ash.
29. To be used for more than one volcanic ash clouds or cumulonimbus clouds associated with a tropical cyclone simultaneously affecting the FIR concerned.
30. End of the message (as the SIGMET/AIRMET message is being cancelled).
31. The term CB is to be used when the forecast position for the cumulonimbus cloud is included.
32. The forecast position for cumulonimbus (CB) cloud occurring in connection with tropical cyclones relate to the forecast time of the tropical cyclone center position, not to the end of the validity period of the SIGMET message.



33. For SIGMET messages for radioactive cloud, only within (WI) is to be used for the element's "location" and "forecast position".
34. For SIGMET messages for radioactive cloud, only stationary (STNR) is to be used for the element "movement or expected movement".

**Table A6-1B. 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 should be placed on the subsequent line.

*Note. — The ranges and resolutions for the numerical elements included in special air-reports are shown in Table A6-4 of this appendix.*

Element	Detailed content	Template <sup>1,2</sup>	Examples
Identification (M)	Message identification	ARS	ARS
Aircraft identification (M)	Aircraft radiotelephony call sign	nnnnnn	VA812 <sup>3</sup>
Observed phenomenon (M)	Description of observed phenomenon causing the issuance of the special air-report <sup>4</sup>	TS TSGR  SEV TURB SEV ICE  SEV MTW  HVV DS  HVV SS  VA CLD VA [MT nnnnnnnnnn]  MOD TURB MOD ICE	TS TSGR  SEV TURB SEV ICE  SEV MTW  HVV DS  HVV SS  VA CLD VA VA MT ASHVAL <sup>5</sup>  MOD TURB MOD ICE
Observation time (M)	Time of observation of observed phenomenon	OBS AT nnnnZ	OBS AT 1210Z
Observed location (C)	Location (referring to latitude and longitude (in degrees and minutes)) of observed phenomenon	NnnnnWnnnnn or NnnnnEnnnnn or SnnnnWnnnnn or SnnnnEnnnnn	N2020W07005 S4812E01036
Observed level (C)	Flight level or altitude of observed phenomenon	FLnnn or FLnnn/nnn or nnnnM (or [n]nnnnFT)	FL390 FL180/210 3000M 12000FT

Notes. —

- 1 No wind and temperature to be uplinked to other aircraft in flight in accordance with 3.2.
- 2 See 3.1.
- 3 Fictitious call sign.
- 4 In the case of special air-report for volcanic ash cloud, the vertical extent (if observed) and name of the volcano (if known) can be used.
- 5 Fictitious location.

**Table A6-2. Template for aerodrome warnings**

Key: M = inclusion mandatory, part of every message;  
C = inclusion conditional, included whenever applicable.

*Note 1.— The ranges and resolutions for the numerical elements included in aerodrome warnings are shown in Table A6-4 of this appendix.*

*Note 2.— The explanations for the abbreviations can be found in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400).*

Element	Detailed content	Templates	Examples
Location indicator of the aerodrome (M)	Location indicator of the aerodrome	nnnn	YUCC <sup>1</sup>
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) <sup>2</sup>	Description of phenomenon causing the issuance of the aerodrome warning	TC <sup>3</sup> nnnnnnnnn or [HVY] TS or GR or [HVY] SN [nnCM] <sup>3</sup> or [HVY] FZRA or [HVY] FZDZ or RIME <sup>4</sup> 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 <sup>5</sup>	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 <sup>5</sup>	Cancellation of aerodrome warning referring to its identification	CNL AD WRNG [n]n nnnnnn/nnnnnn	CNL AD WRNG 2 211230/211530 <sup>5</sup>

*Notes. —*

Fictitious location.

1. One phenomenon or a combination thereof, in accordance with 5.1.3.
2. In accordance with 5.1.3.
3. Hoar frost or rime in accordance with 5.1.3.
4. In accordance with 5.1.4.
5. End of the message (as the aerodrome warning is being cancelled).

**Table A6-3. Template for wind shear warnings**

Key: M = inclusion mandatory, part of every message;  
C = inclusion conditional, included whenever applicable.

*Note 1.— The ranges and resolutions for the numerical elements included in wind shear warnings are shown in Table A6-4 of this appendix.*

*Note 2.— The explanations for the abbreviations can be found in the PANS-ABC (Doc 8400).*

Element	Detailed content	Template(s)	Examples
Location indicator of the aerodrome (M)	Location indicator of the aerodrome	nnnn	YUCC <sup>1</sup>
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) <sup>2</sup>	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 nnKMH (or nnKT) GAIN nnKM (or nnNM) FNA RWYnn	SFC WIND: 320/5MPS 60M-WIND: 360/13MPS (SFC WIND: 320/10KT 200FT-WIND: 360/26KT) 60KMH LOSS 4KM FNA RWY13 (30KT LOSS 2NM FNA RWY13)
OR			
Cancellation of wind shear warning <sup>3</sup>	Cancellation of wind shear warning referring to its identification	CNL WS WRNG [n]n nnnnnn/nnnnnn	CNL WS WRNG 1 211230/211330 <sup>3</sup>

*Notes. —*

1. Fictitious location.
2. Additional provisions in 6.2.3.
3. End of the message (as the wind shear warning is being cancelled)

**Table A6-4. Ranges and resolutions for the numerical elements included in volcanic ash and tropical cyclone advisory messages, SIGMET/AIRMET messages and aerodrome and wind shear warnings**

<i>Element as specified in Appendices 2 and 6</i>	<i>Range</i>	<i>Resolution</i>
Summit elevation: M FT	000 – 8 100 000 – 27 000	1 1
Advisory number: for VA (index)* for TC (index)*	000 – 2 000 00 – 99	1 1
Maximum surface wind: MPS KT	00 – 99 00 – 199	1 1
Central pressure: hPa	850 – 1 050	1
Surface wind speed: MPS KT	15 – 49 30 – 99	1 1
Surface visibility: M M	0000 – 0750 0800 – 5 000	50 100
Cloud: height of base: M FT	000 – 300 000 – 1 000	30 100
Cloud: height of top: M M FT FT	000 – 2 970 3 000 – 20 000 000 – 9 900 10 000 – 60 000	30 300 100 1 000
Latitudes: ° (degrees) ' (minutes)	00 – 90 00 – 60	1 1
Longitudes: ° (degrees) ' (minutes)	000 – 180 00 – 60	1 1
Flight levels:	000 – 650	10
Movement: KMH KT	0 – 300 0 – 150	10 5
* Non-dimensional		

**Example A6-1. SIGMET and AIRMET message and the corresponding cancellations**

<b>SIGMET</b> YUDD SIGMET 2 VALID 101200/101600 YUSO – YUDD SHANLON FIR/UIR OBSC TS FCST S OF N54 AND E OF W012 TOP FL390 MOV E 20KT WKN	<b>Cancellation of SIGMET</b> YUDD SIGMET 3 VALID 101345/101600 YUSO – YUDD SHANLON FIR/UIR CNL SIGMET 2 101200/101600
<b>AIRMET</b> YUDD AIRMET 1 VALID 151520/151800 YUSO – YUDD SHANLON FIR ISOL TS OBS N OF S50 TOP ABV FL100 STNR WKN	<b>Cancellation of AIRMET</b> YUDD AIRMET 2 VALID 151650/151800 YUSO – YUDD SHANLON FIR CNL AIRMET 1 151520/151800

**Example A6-2. SIGMET message for tropical cyclone**

YUCC SIGMET 3 VALID 251600/252200 YUDO –  
YUCC AMSWELL FIR TC GLORIA PSN N2706 W07306 CB OBS AT 1600Z WI 250NM OF TC CENTRE TOP  
FL500 NC FCST AT 2200Z TC CENTRE PSN N2740 W07345

*Meaning:*

The third SIGMET message issued for the AMSWELL\* flight information region (identified by YUCC Amwell area control centre) by the Donlon/International\* meteorological watch office (YUDO) since 0001 UTC; the message is valid from 1600 UTC to 2200 UTC on the 25th of the month; tropical cyclone Gloria at 27 degrees 6 minutes north and 73 degrees 6 minutes west; cumulonimbus was observed at 1600 UTC within 250 nautical miles of the centre of the tropical cyclone with top at flight level 500; no changes in intensity are expected; at 2200 UTC the centre of the tropical cyclone is forecast to be located at 27 degrees 40 minutes north and 73 degrees 45 minutes west.

\* Fictitious location

**Example A6-3. SIGMET message for volcanic ash**

YUDD SIGMET 2 VALID 211100/211700 YUSO –  
YUDD SHANLON FIR/UIR VA ERUPTION MT ASHVAL PSN S1500 E07348 VA CLD OBS AT 1100Z APRX  
50KM WID LINE BTN S1500 E07348 – S1530 E07642 FL310/450 INTSF FCST AT 1700Z APRX 50KM WID  
LINE BTN S1506 E07500 – S1518 E08112 – S1712 E08330

*Meaning:*

The second SIGMET message issued for the SHANLON\* flight information region (identified by YUDD Shanlon area control centre/upper flight information region) by the Shanlon/International\* meteorological watch office (YUSO) since 0001 UTC; the message is valid from 1100 UTC to 1700 UTC on the 21st of the month; volcanic ash eruption of Mount Ashval\* located at 15 degrees south and 73 degrees 48 minutes east; volcanic ash cloud observed at 1100 UTC in an approximately 50-km-wide line between 15 degrees south and 73 degrees 48 minutes east, and 15 degrees 30 minutes south and 76 degrees 42 minutes east; between flight levels 310 and 450, intensifying at 1700 UTC the volcanic ash cloud is forecast to be located in an approximately 50-km-wide line between 15 degrees 6 minutes south and 75 degrees east, 15 degrees 18 minutes south and 81 degrees 12 minutes east, and 17 degrees 12 minutes south and 83 degrees 30 minutes east.

\* Fictitious location

**Example A6-4. SIGMET message for radioactive cloud**

YUCC SIGMET 2 VALID 201200/201600 YUDO –  
YUCC AMSWELL FIR RDOACT CLD OBS AT 1155Z WI 30KM OF N6030 E02550 SFC/FL550 STNR

*Meaning:*

The second SIGMET message issued for the AMSWELL\* flight information region (identified by YUCC Amwell area control centre) by the Donlon/International\* meteorological watch office (YUDO) since 0001 UTC; the message is valid from 1200 UTC to 1600 UTC on the 20th of the month; radioactive cloud was observed at 1155 UTC within 30 kilometres of 60 degrees 30 minutes north 25 degrees 50 minutes east between the surface and flight level 550. The radioactive cloud is stationary.

\* Fictitious location

**Example A6-5. SIGMET message for severe turbulence**

YUCC SIGMET 5 VALID 221215/221600 YUDO –  
YUCC AMSWELL FIR SEV TURB OBS AT 1210Z N2020 W07005 FL250 INTSF FCST AT 1600Z S OF N2020  
AND E OF W06950

*Meaning:*

The fifth SIGMET message issued for the AMSWELL\* flight information region (identified by YUCC Amswell area control centre) by the Donlon/International\* meteorological watch office (YUDO) since 0001 UTC; the message is valid from 1215 UTC to 1600 UTC on the 22nd of the month; severe turbulence was observed at 1210 UTC 20 degrees 20 minutes north and 70 degrees 5 minutes west at flight level 250; the turbulence is expected to strengthen in intensity; at 1600 UTC the severe turbulence is forecast to be located south of 20 degrees 20 minutes north and east of 69 degrees 50 minutes west.

\* Fictitious location

**Example A6-6. AIRMET message for moderate mountain wave**

YUCC AIRMET 2 VALID 221215/221600 YUDO –  
YUCC AMSWELL FIR MOD MTW OBS AT 1205Z N48 E010 FL080 STNR NC

*Meaning:*

The second AIRMET message issued for the AMSWELL\* flight information region (identified by YUCC Amswell area control centre) by the Donlon/International\* meteorological watch office (YUDO) since 0001 UTC; the message is valid from 1215 UTC to 1600 UTC on the 22nd of the month; moderate mountain wave was observed at 1205 UTC at 48 degrees north and 10 degrees east at flight level 080; the mountain wave is expected to remain stationary and not to undergo any changes in intensity.

\* Fictitious location



## APPENDIX 7. TECHNICAL SPECIFICATIONS RELATED TO AERONAUTICAL CLIMATOLOGICAL INFORMATION

(See SECTION 3 of this Regulation.)

### 1. PROCESSING OF AERONAUTICAL CLIMATOLOGICAL INFORMATION

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

### 2. EXCHANGE OF AERONAUTICAL CLIMATOLOGICAL INFORMATION

**Recommendation.** — *Aeronautical climatological information should be exchanged on request between meteorological authorities. Operators and other aeronautical users desiring such information should normally apply to the meteorological authority responsible for its preparation.*

### 3. CONTENT OF AERONAUTICAL CLIMATOLOGICAL INFORMATION

#### 3.1 Aerodrome climatological tables

3.1.1 **Recommendation.** — *An aerodrome climatological table should give as applicable:*

- a) mean values and variations therefrom, including maximum and minimum values, of meteorological elements (forexample, of air temperature); and/or*
- b) the frequency of occurrence of present weather phenomena affecting flight operations at the aerodrome (forexample, 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 **Recommendation.** — *Aerodrome climatological tables should include information required for the preparation of aerodrome climatological summaries in accordance with 3.2.*

#### 3.2 Aerodrome climatological summaries **Recommendation.** — *Aerodrome*

*climatological summaries should 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.*

**Note.** — *Models of climatological summaries related to a) to e) are given in the Technical Regulations (WMO-No. 49), Volume II — Meteorological Service for International Air Navigation, Part III.*

## APPENDIX 8. TECHNICAL SPECIFICATIONS RELATED TO SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS

*(See SECTION 3 of this Regulation.)*

*Note. — Specifications related to flight documentation (including the model charts and forms) are given in Appendix 1.*

### 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 meteorological authority 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 meteorological authority, 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 **Recommendation.** — *On request by the operator, the meteorological information supplied for flight planning should include data for the determination of the lowest usable flight level.*

### 2. SPECIFICATIONS RELATED TO INFORMATION FOR PRE-FLIGHT PLANNING AND IN-FLIGHT REPLANNING

#### 2.1 Format of upper-air gridded information

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

*Note. — The GRIB code form is contained in the Manual on Codes (WMO-No. 306), Volume I.2, Part B — Binary Codes.*

#### 2.2 Format of information on significant weather

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

*Note. — The BUFR code form is contained in the Manual on Codes (WMO-No. 306), Volume I.2, Part B — Binary Codes.*



2.2.2 **Recommendation.** — *As of 4 November 2021, in addition to 2.2.1, information on significant weather supplied by WAFCS for pre-flight planning and in-flight replanning should be in IWXXM GML form.*

*Note 1.* — *Guidance on the implementation of IWXXM is provided in the Manual on the ICAO Meteorological Information Exchange Model (IWXXM) (Doc 10003).*

*Note 2.* — *Geography markup language (GML) is an encoding standard of the Open Geospatial Consortium (OGC).*

### 2.3 Specific needs of helicopter operations

**Recommendation.** — *Meteorological information for pre-flight planning and in-flight replanning by operators of helicopters flying to offshore structures should include data covering the layers from sea level to flight level 100. Particular mention should 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

**Recommendation.** — *The material displayed should 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. For low-level flights, alternatively, GAMET area forecasts shall be used.

*Note.* — *Models of charts and forms for use in the preparation of flight documentation are given in Appendix 1. These models and methods for their completion are developed by the World Meteorological Organization (WMO) on the basis of relevant operational requirements stated by ICAO.*

4.1.2 **Recommendation.** — *The flight documentation related to concatenated route-specific upper wind and upper-air temperature forecasts should be provided as agreed between the meteorological authority and the operator concerned.*

*Note.* — *Guidance on the design, formulation and use of concatenated charts is given in the Manual of Aeronautical Meteorological Practice (Doc 8896).*

4.1.3 METAR and SPECI (including trend forecasts as issued in accordance with regional air navigation agreement), TAF, GAMET, SIGMET and AIRMET, volcanic ash, tropical cyclone and space weather advisory information shall be presented in accordance with the templates in Appendices 1, 2, 3, 5 and 6. Such meteorological information received from other

meteorological offices shall be included in flight documentation without change.

*Note. — Examples of the form of presentation of METAR/SPECI and TAF are given in Appendix 1.*

**4.1.4 Recommendation.** — *The location indicators and the abbreviations used should be explained in the flight documentation.*

**4.1.5 Recommendation.** — *The forms and the legend of charts included in flight documentation should be printed in English, French, Russian or Spanish. Where appropriate, approved abbreviations should be used. The units employed for each element should be indicated; they should be in accordance with CAR 178.*

## **4.2 Charts in flight documentation**

### **4.2.1 Characteristics of charts**

**4.2.1.1 Recommendation.** — *Charts included in flight documentation should have a high standard of clarity and legibility and should have the following physical characteristics:*

- a) for convenience, the largest size of charts should be about 42 × 30 cm (standard size A3) and the smallest size should be about 21 × 30 cm (standard size A4). The choice between these sizes should 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 should be depicted in a way that makes them easily recognizable;*
- c) for charts prepared by computer, meteorological data should take preference over basic chart information, the former cancelling the latter wherever they overlap;*
- d) major aerodromes should 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 should be shown with meridians and parallels represented by dotted lines at each 10° latitude and longitude; dots should be spaced one degree apart;*
- f) latitude and longitude values should be indicated at various points throughout the charts (i.e. not only at the edges); and*
- g) labels on the charts for flight documentation should be clear and simple and should present the name of the world area forecast center or, for non-world area forecast system (WAFS) products, the originating center, the type of chart, date and valid time and, if necessary, the types of units used in an unambiguous way.*

*Note. — When plotting shapes, particularly polygons, on maps, appropriate corrections are necessary if plotted on projections different to that used in the production of the original forecast area.*

**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 center 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.

4.2.1.3 **Recommendation.** — *For short-haul flights, charts should 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 meteorological authority 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.

### 4.3 Specifications related to low-level flights

#### 4.3.1 In chart form

**Recommendation.** — *Where the forecasts are supplied in chart form, flight documentation for low-level flights, including those in accordance with the visual flight rules, operating up to flight level 100 (or up to flight level 150 in mountainous areas or higher, where necessary), should contain the following as appropriate to the flight:*

- a) *information from relevant SIGMET and AIRMET messages;*
- b) *upper wind and upper-air temperature charts as given in Appendix 5, 4.3.1; and*
- c) *significant weather charts as given in Appendix 5, 4.3.2.*

#### 4.3.2 In abbreviated plain language

**Recommendation.** — *Where the forecasts are not supplied in chart form, flight documentation for low-level flights, including those in accordance with the visual flight rules, operating up to flight level 100 (up to flight level 150 in mountainous areas or higher, where necessary), should contain the following information as appropriate to the flight:*

- a) *SIGMET and AIRMET information; and*
- b) *GAMET area forecasts.*

*Note. — An example of the GAMET area forecast is given in Appendix 5.*

## **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**

**Recommendation.** — *Automated pre-flight information systems for the supply of meteorological information for self-briefing, pre-flight planning and flight documentation should:*

- 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 meteorological authority and the operators concerned; and*
- d) *provide for rapid response to a user request for information.*

*Note. — ICAO abbreviations and codes and location indicators are given respectively in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400) and Location Indicators (Doc 7910). Aeronautical meteorological code data-type designators are given in the Manual on the Global Telecommunication System (WMO-No. 386).*

## **6. SPECIFICATIONS RELATED TO INFORMATION FOR AIRCRAFT IN FLIGHT**

### **6.1 Supply of information requested by an aircraft in flight**

**Recommendation.** — *If an aircraft in flight requests meteorological information, the aerodrome meteorological office or meteorological watch office which receives the request should 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**

**Recommendation.** — *Meteorological information for planning by the operator for aircraft in flight should be supplied during the period of the flight and should 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 and AIRMET 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 and tropical cyclone advisory information relevant to the flight; and*
- f) other meteorological information in alphanumeric or graphical form as agreed between the meteorological authority and the operator concerned.*

*Note. — Guidance on the display of graphical information in the cockpit is provided in Doc 8896.*

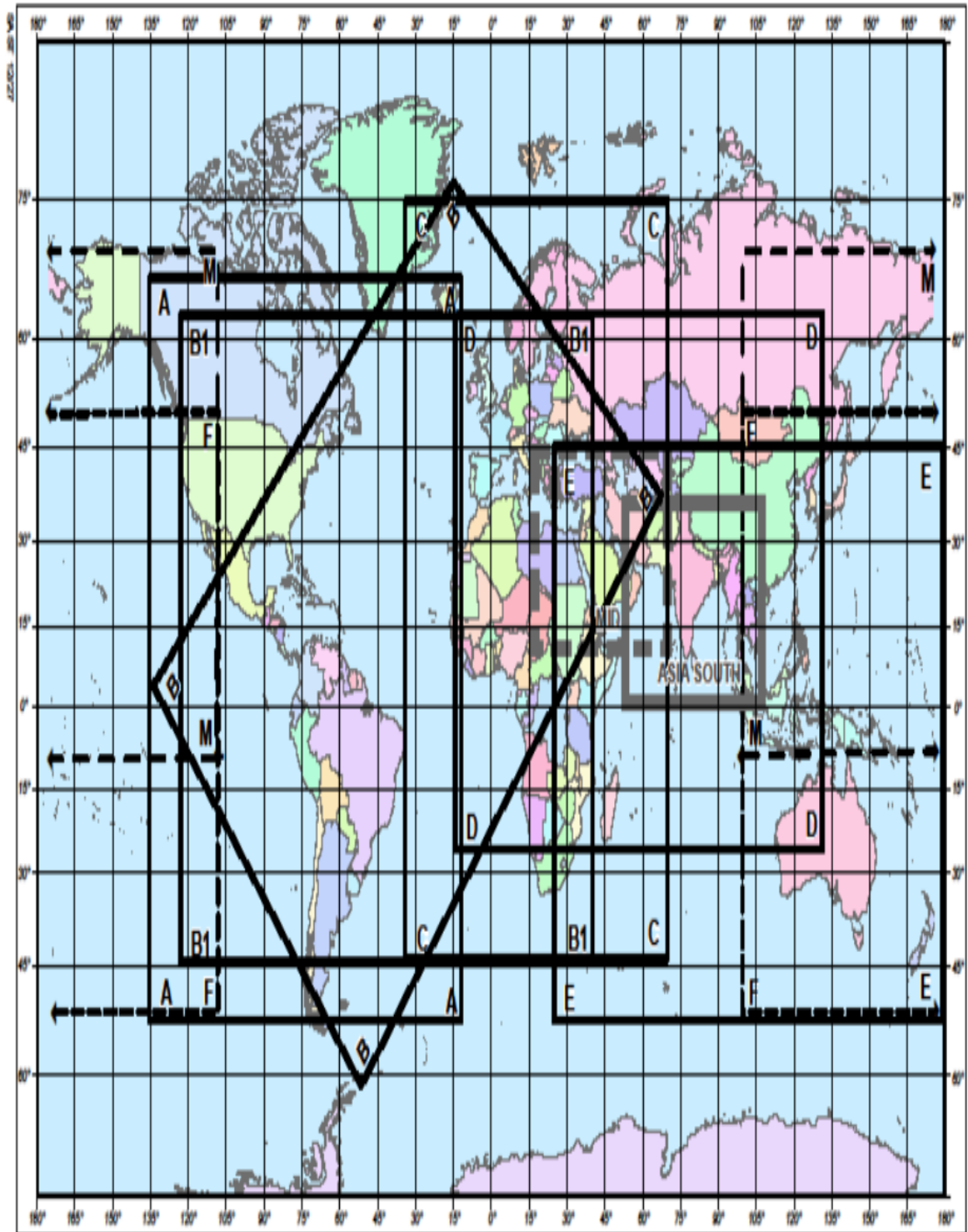
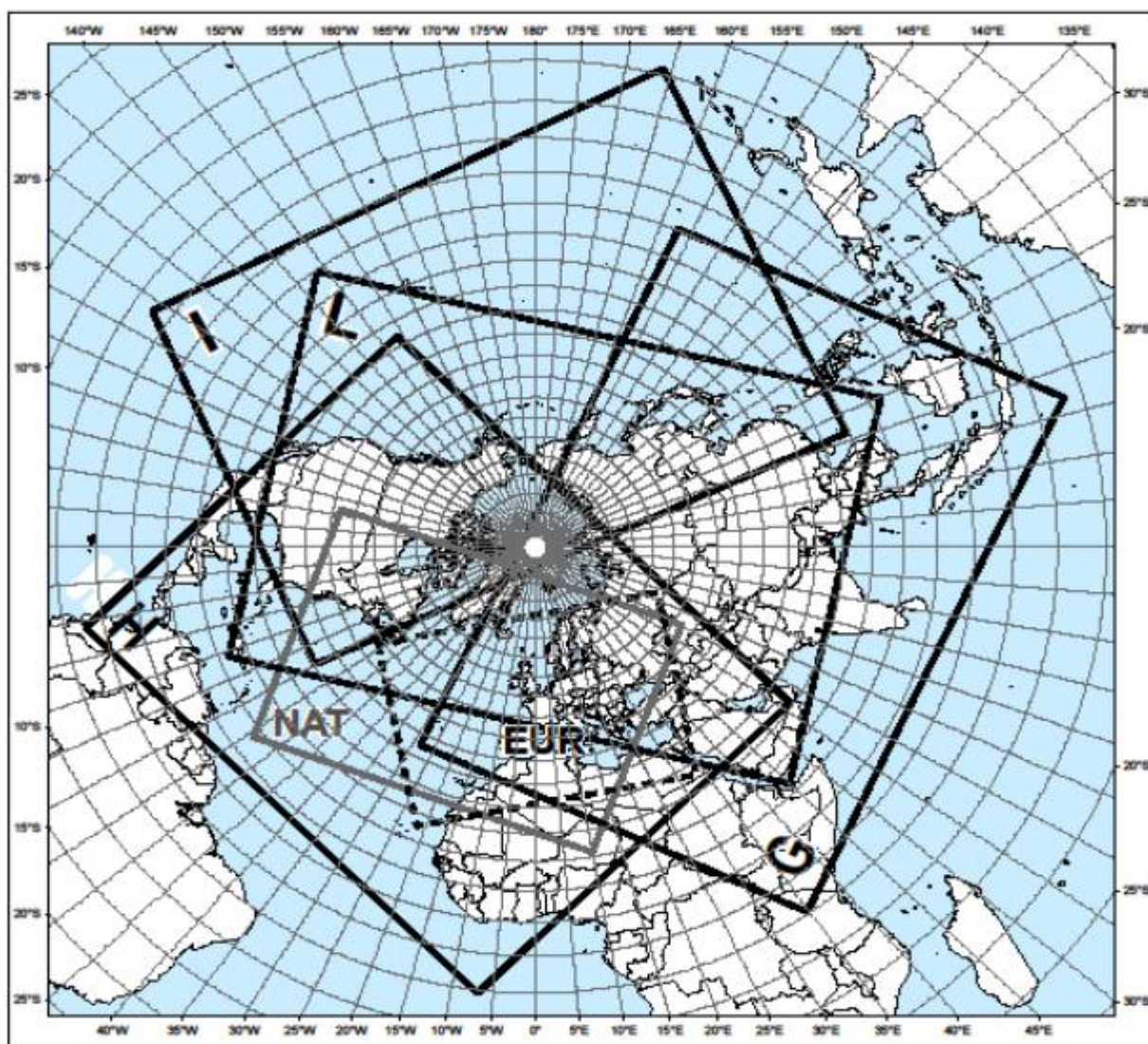


CHART	LATITUDE E	LONGITUDE E	CHART	LATITUDE	LONGITUDE
A	N6700	W13724	D	N6300	W0150 0
A	N6700	W01236	D	N6300	E13200
A	S5400	W01236	D	S2700	E13200
A	S5400	W13724	D	S2700	W0150 0
ASIA	N3600	E05300	E	N4455	E02446
ASIA	N3600	E10800	E	N4455	E18000
ASIA	0000	E10800	E	S5355	E18000
ASIA	0000	E05300	E	S5355	E02446
B	N0304	W13557	F	N5000	E10000
B	N7644	W01545	F	N5000	W1100 0
B	N3707	E06732	F	S5242	W1100 0
B	S6217	W05240	F	S5242	E10000
B1	N6242	W12500	M	N7000	E10000
B1	N6242	E04000	M	N7000	W1100 0
B1	S4530	E04000	M	S1000	W1100 0
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 A8-1. Fixed areas of coverage of WAFS forecasts in chart form —Mercator projection**





SAST 2012

CHAR T	LATITUD E	LONGITUD E	CHAR T	LATITUD E	LONGITUD E
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 A8-2. Fixed areas of coverage of WAFS forecasts in chart form —Polar stereographic projection (northern hemisphere)**



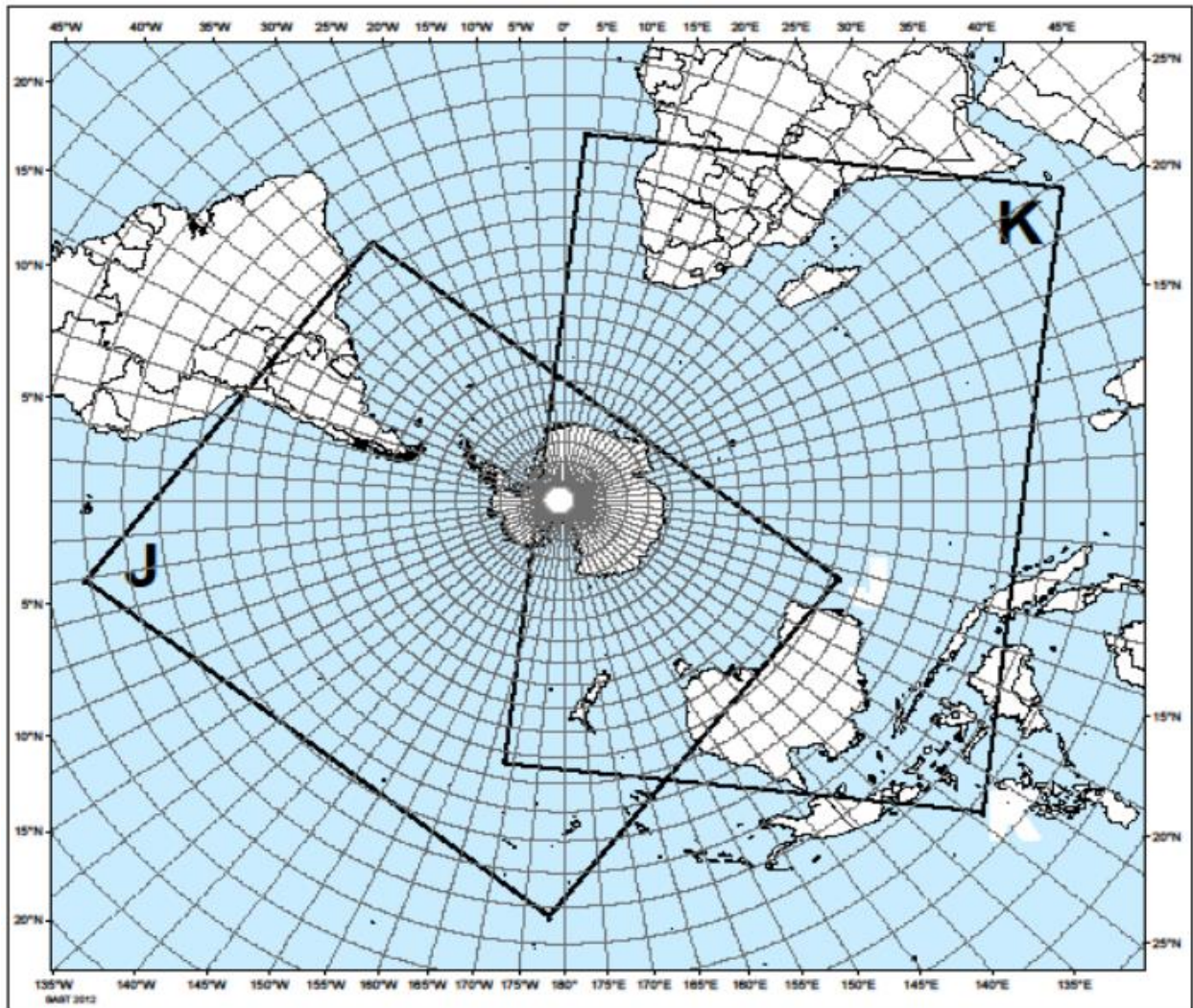


CHART	LATITUDE	LONGITUDE
J	S0318	W17812
J	N0037	W10032
J	S2000	W03400
J	S2806	E10717
K	N1255	E05549
K	N0642	E12905
K	S2744	W16841
K	S1105	E00317

**Figure A8-3. Fixed areas of coverage of WAFS forecasts in chart form — Polar stereographic projection (southern hemisphere)**

**APPENDIX 9. TECHNICAL SPECIFICATIONS RELATED TO INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES**

(See SECTION 3 of this Regulation.)

**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 and AIRMET 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 and AIRMET 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 center and flight information center**

The following meteorological information shall be supplied, as necessary, to an area control center or a flight information center 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 center (FIC) or area control center (ACC), covering aerodromes in neighboring 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 and AIRMET 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 neighboring 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) tropical cyclone advisory information issued by a tropical cyclone advisory center in its area of responsibility;
- g) volcanic ash advisory information issued by a volcanic ash advisory center in its area of responsibility; and
- h) 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 **Recommendation.** — *Local routine reports, local special reports, METAR, SPECI, TAF, trend forecasts, SIGMET and AIRMET information, upper wind and upper-air temperature forecasts and amendments thereto should 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 **Recommendation.** — *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 should be as agreed between the meteorological authority and the appropriate ATS authority. The data should 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 centers 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 **Recommendation.** — *On request from the rescue coordination center, the designated aerodrome meteorological office or MWO should 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 **Recommendation.** — *To facilitate search and rescue operations, the designated aerodrome meteorological office or MWO should, 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 **Recommendation.** — *On request from the rescue coordination center, the designated aerodrome meteorological office or MWO should 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 international air navigation, intended for inclusion in the aeronautical information publication(s) concerned;

*Note. — Details of this information are given in the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 3, Part 1, GEN 3.5 and Part 3, AD 2.2, 2.11, 3.2 and 3.11.*

- 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 CAR 175.515 Aeronautical Information Product Updates (NOTAM)
  - 2) the occurrence of volcanic activity; and

*Note. — The specific information required is given in Chapter 3, 3.3.2 and Chapter 4, 4.8.*

- 3) release of radioactive materials into the atmosphere, as agreed between the meteorological and appropriate civil aviation authorities concerned; and

*Note. — The specific information required is given in Chapter 3, 3.4.2 g).*

- 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.

## APPENDIX 10. TECHNICAL SPECIFICATIONS RELATED TO REQUIREMENTS FOR AND USE OF COMMUNICATIONS

*(See SECTION 4 of this Regulation.)*

### 1. SPECIFIC REQUIREMENTS FOR COMMUNICATIONS

#### 1.1 Required transit times of operational meteorological information

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 Recommendation.** — *When upper-air data for grid points in digital form are made available for use by airtraffic services computers, the transmission arrangements should be as agreed between the meteorological authority and the appropriate ATS authority.*

**1.2.2 Recommendation.** — *When upper-air data for grid points in digital form are made available to operators for flight planning by computer, the transmission arrangements should be as agreed between the world area forecast centre concerned, the meteorological authority 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

**Recommendation.** — *Whenever possible, exchanges of operational meteorological information should be made in consolidated bulletins of the same types of meteorological information.*

##### 2.1.2 Filing times of bulletins

**Recommendation.** — *Meteorological bulletins required for scheduled transmissions should be filed regularly and at the prescribed scheduled times. METAR should be filed for transmission not later than 5 minutes after the actual time of observation. TAF should 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:

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

*Note 1.— Detailed specifications on format and contents of the heading are given in the Manual on the Global Telecommunication System (WMO-No. 386) and are reproduced in the*

Manual of Aeronautical Meteorological Practice (Doc 8896).

*Note 2.— ICAO location indicators are listed in Location Indicators (Doc 7910).*

- 2.1.4 Transmission of bulletins containing operational meteorological information  
Meteorological bulletins containing operational meteorological information shall be transmitted via the aeronautical fixed service (AFS).

## 2.2 World area forecast system (WAFS) products

### 2.2.1 Telecommunications for the supply of WAFS products

**Recommendation.** — *The telecommunications facilities used for the supply of WAFS products should be the aeronautical fixed service or the public Internet.*

### 2.2.2 Quality requirements for charts

**Recommendation.** — *Where WAFS products are disseminated in chart form, the quality of the charts received should be such as to permit reproduction in a sufficiently legible form for flight planning and documentation. Charts received should be legible over 95 per cent of their area.*

### 2.2.3 Quality requirements for transmissions

**Recommendation.** — *Transmissions should be such as to ensure that their interruption should not exceed 10 minutes during any period of 6 hours.*

### 2.2.4 Heading of bulletins containing WAFS products

Meteorological bulletins containing WAFS products in digital form to be transmitted via aeronautical fixed service or the public Internet shall contain a heading as given in 2.1.3.

## 3. USE OF AERONAUTICAL MOBILE SERVICE COMMUNICATIONS

### 3.1 Content and format of meteorological messages

3.1.1 The content and format of reports, forecasts and SIGMET information transmitted to aircraft shall be consistent with the provisions of Section 3, Appendix 4 and Appendix 5 of this CAR.

3.1.2 The content and format of air-reports transmitted by aircraft shall be consistent with the provisions of Appendix 4 of this CAR and the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), Appendix 1.

### 3.2 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.

## 4. USE OF AERONAUTICAL DATA LINK SERVICE — D-VOLMET

### 4.1 Detailed content of meteorological information available for D-VOLMET

4.1.1 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.

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

#### 4.2 Criteria related to information to be available for D-VOLMET

4.2.1 **Recommendation.** — *The latest available METAR, SPECI and TAF, and valid SIGMET and AIRMET should be used for uplink to aircraft in flight.*

4.2.2 **Recommendation.** — *TAF included in the D-VOLMET should 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.*

4.2.3 **Recommendation.** — *If no SIGMET message is valid for a FIR, an indication of “NIL SIGMET” should 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 and AIRMET information included in D-VOLMET shall be consistent with the provisions of Section 3, Appendix 4 and Appendix 5 of this CAR..

### 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 **Recommendation.** — *When a report has not arrived from an aerodrome in time for a broadcast, the latest available report should be included in the broadcast, together with the time of observation.*

5.2.2 **Recommendation.** — *TAF included in scheduled VOLMET broadcasts should be amended as necessary to ensure that a forecast, when transmitted, reflects the latest opinion of the aerodrome meteorological office concerned.*

5.2.3 **Recommendation.** — *Where SIGMET messages are included in scheduled VOLMET broadcasts, an indication of “NIL SIGMET” should 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 Section 3, Appendix 4 and Appendix 5 of this CAR..

5.3.2 **Recommendation.** — *VOLMET broadcasts should use standard radiotelephony phraseologies.*

*Note.* — *Guidance on the standard radiotelephony phraseologies to be used in VOLMET broadcasts is given in the Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services (Doc 9377), Appendix 1.*

### ATTACHMENT A. OPERATIONALLY DESIRABLE ACCURACY OF MEASUREMENT OR OBSERVATION

*Note. — The guidance contained in this table relates to Chapter 2, 2.2, in particular to 2.2.7, and Chapter 4.*

<i>Element to be observed</i>	<i>Operationally desirable accuracy of measurement or observation*</i>
Mean surface wind	Direction: $\pm 10^\circ$ Speed: $\pm 0.5$ m/s (1 kt) up to 5 m/s (10 kt) $\pm 10\%$ above 5 m/s (10 kt)
Variations from the mean surface wind	$\pm 1$ m/s (2 kt), in terms of longitudinal and lateral components
Visibility	$\pm 50$ m up to 600 m $\pm 10\%$ between 600 m and 1 500 m $\pm 20\%$ above 1 500 m
Runway visual range	$\pm 10$ m up to 400 m $\pm 25$ m between 400 m and 800 m $\pm 10\%$ above 800 m
Cloud amount	$\pm 1$ okta
Cloud height	$\pm 10$ m (33 ft) up to 100 m (330 ft) $\pm 10\%$ above 100 m (330 ft)
Air temperature and dew-point temperature	$\pm 1^\circ\text{C}$
Pressure value (QNH, QFE)	$\pm 0.5$ hPa
* The operationally desirable accuracy is not intended as an operational requirement; it is to be understood as a goal that has been expressed by the operators.	

*Note. — Guidance on the uncertainties of measurement or observation can be found in the Guide to Meteorological Instruments and Methods of Observation (WMO-No. 8).*

**ATTACHMENT B. OPERATIONALLY DESIRABLE ACCURACY OF FORECASTS**

*Note 1. — The guidance contained in this table relates to SECTION 3,*

*Note 2. — If the accuracy of the forecasts remains within the operationally desirable range shown in the second column, for the percentage of cases indicated in the third column, the effect of forecast errors is not considered serious in comparison with the effects of navigational errors and of other operational uncertainties.*

<i>Element to be forecast</i>	<i>Operationally desirable accuracy of forecasts</i>	<i>Minimum percentage of cases within range</i>
<b>TAF</b>		
Wind direction	± 20°	80% of cases
Wind speed	± 2.5 m/s (5 kt)	80% of cases
Visibility	± 200 m up to 800 m ± 30% between 800 m and 10 km	80% of cases
Precipitation	Occurrence or non-occurrence	80% of cases
Cloud amount	One category below 450 m (1 500 ft) Occurrence or non-occurrence of BKN or OVC between 450 m (1 500 ft) and 3 000 m (10 000 ft)	70% of cases
Cloud height	± 30 m (100 ft) up to 300 m (1 000 ft) ± 30% between 300 m (1 000 ft) and 3 000 m (10 000 ft)	70% of cases
Air temperature	± 1°C	70% of cases
<b>TREND FORECAST</b>		
Wind direction	± 20°	90% of cases
Wind speed	± 2.5 m/s (5 kt)	90% of cases
Visibility	± 200 m up to 800 m ± 30% between 800 m and 10 km	90% of cases
Precipitation	Occurrence or non-occurrence	90% of cases

<i>Element to be forecast</i>	<i>Operationally desirable accuracy of forecasts</i>	<i>Minimum percentage of cases within range</i>
Cloud amount	One category below 450 m (1 500 ft) Occurrence or non-occurrence of BKN or OVC between 450 m (1 500 ft) and 3 000 m (10 000 ft)	90% of cases
Cloud height	± 30 m (100 ft) up to 300 m (1 000 ft) ± 30% between 300 m (1 000 ft) and 3 000 m (10 000 ft)	90% of cases
<b>FORECAST FOR TAKE-OFF</b>		
Wind direction	± 20°	90% of cases
Wind speed	± 2.5 m/s (5 kt) up to 12.5 m/s (25 kt)	90% of cases
Air temperature	± 1°C	90% of cases
Pressure value (QNH)	± 1 hPa	90% of cases
<b>AREA, FLIGHT AND ROUTE FORECASTS</b>		
Upper-air temperature	± 2°C (Mean for 900 km (500 NM))	90% of cases
Relative humidity	± 20%	90% of cases
Upper wind	± 5 m/s (10 kt) (Modulus of vector difference for 900 km (500 NM))	90% of cases
Significant en-route weather phenomena and cloud	Occurrence or non-occurrence	80% of cases
	Location: ± 100 km (60 NM)	70% of cases
	Vertical extent: ± 300 m (1 000 ft)	70% of cases
	Flight level of tropopause: ± 300 m (1 000 ft)	80% of cases
	Max wind level: ± 300 m (1 000 ft)	80% of cases

**Intentionally Left Blank**

## ATTACHMENT C.

## SELECTED CRITERIA APPLICABLE TO AERODROME REPORTS

(The guidance in this table relates to SECTION 3 and Appendix 3.)

	Surface wind					Visibility (VIS)				Runway visual range <sup>1</sup>			Present weather	Cloud					Temperature	Pressure (QNH, QFE)		Supplementary information
										A	B	C		(OBS TIME)								
											-10	-5										
											(Time, MIN)											
Specifications	Directional variations <sup>3</sup>			Speed variations <sup>3</sup>		Directional variations <sup>4</sup>				Past tendency <sup>5</sup>			No general criteria applicable to all the WX phenomena (for specific criteria, see Appendix 3, 4.4.2)	Layers reported if coverage				Identification	No criteria	Parameters reported	Updated if changes > agreed magnitude	Parameter to be included
	≥ 60° and < 180°			≥ 180°	Exceeding the mean speed by ≥ 5 m/s (10 kt)	Special cases Minimum VIS ≠ prevailing VIS		$ \bar{R}_{S(AB)} - \bar{R}_{S(BC)} $			Lowest layer	Next layer >		Next higher layer >	CB <sup>6</sup> or TCU							
	Mean speed					Minimum VIS < 1 500 m or < 0.5 × prevailing VIS	VIS fluctuating and prevailing VIS cannot be determined															
	< 1.5 m/s (3 kt)	≥ 1.5 m/s (3 kt)						< 100 m	≥ 100 m													
Local routine and special report	2/10 min <sup>7</sup>	2/10 min <sup>7</sup>	2 min	10 min <sup>8</sup>	1 min	N/A	N/A	1 min	N/A <sup>9</sup>			Always	2/8	4/8	Always	CB TCU	QNH QFE <sup>10</sup>	Yes	All <sup>11</sup>			
	VRB + 2 extreme directions	mean + 2 extreme directions	VRB (no extremes)	Minimum and maximum speed	VIS along the runway(s)																	
METAR/ SPECI	10 min	10 min	10 min	10 min <sup>8</sup>	10 min	Prevailing VIS and minimum VIS + direction	Minimum VIS	10 min	No tendency observed ("N") Upward ("U") or downward ("D")			Always	2/8	4/8	Always	CB TCU	QNH	No	Recent WX of operational significance and wind shear <sup>12</sup>			
	VRB (no extremes)	mean + 2 extreme directions	VRB (no extremes)	Maximum speed	Prevailing VIS	No tendency available, the tendency is to be omitted																
Relevant reporting scales for all messages	Direction in three figures rounded to the nearest 10 degrees  (degrees 1 – 4 down, degrees 5 – 9 up)			Speed in 1 m/s or 1 kt  Speed < 0.5 m/s (1 kt) indicated as CALM	If Step applicable VIS < 800 m : 50 m 800 m ≤ VIS < 5 000 m : 100 m 5 000 m ≤ VIS < 10 km : 1 km VIS ≥ 10 km : None, given as 10 km or covered under CAVOK			If Step applicable RVR < 400 m : 25 m 400 m ≤ RVR ≤ 800 m : 50 m 800 m < RVR < 2 000 m : 100 m <sup>13</sup>			N/A	If Step applicable Base ≤ 3 000 m (10 000 ft) : 30 m (100 ft)  (Reference level: Aerodrome elevation <sup>14</sup> or mean sea level for offshore structures)				Rounded to whole degrees: up for decimal 5	In whole hPa <sup>15</sup> rounded down for decimals 1 – 9		N/A			

## ATTACHMENT D. CONVERSION OF INSTRUMENTED READINGS INTO RUNWAY VISUAL RANGE AND VISIBILITY

(See Appendix 3, 4.3.5 of this Regulation.)

1. The conversion of instrumented readings into runway visual range and visibility is based on Koschmieder's Law or Allard's Law, depending on whether the pilot can be expected to obtain main visual guidance from the runway and its markings or from the runway lights. In the interest of standardization in runway visual range assessments, this Attachment provides guidance on the use and application of the main conversion factors to be used in these computations.

2. In Koschmieder's Law one of the factors to be taken into account is the pilot contrast threshold. The agreed constant to be used for this is 0.05 (dimensionless).

3. In Allard's Law the corresponding factor is the illumination threshold. This is not a constant, but a continuous function dependent on the background luminance. The agreed relationship to be used in instrumented systems with continuous adjustment of the illumination threshold by a background luminance sensor is shown by the curve in Figure D-1. The use of a continuous function which approximates the step function such as displayed in Figure D-1 is preferred, due to its higher accuracy, to the stepped relationship described in paragraph 4.

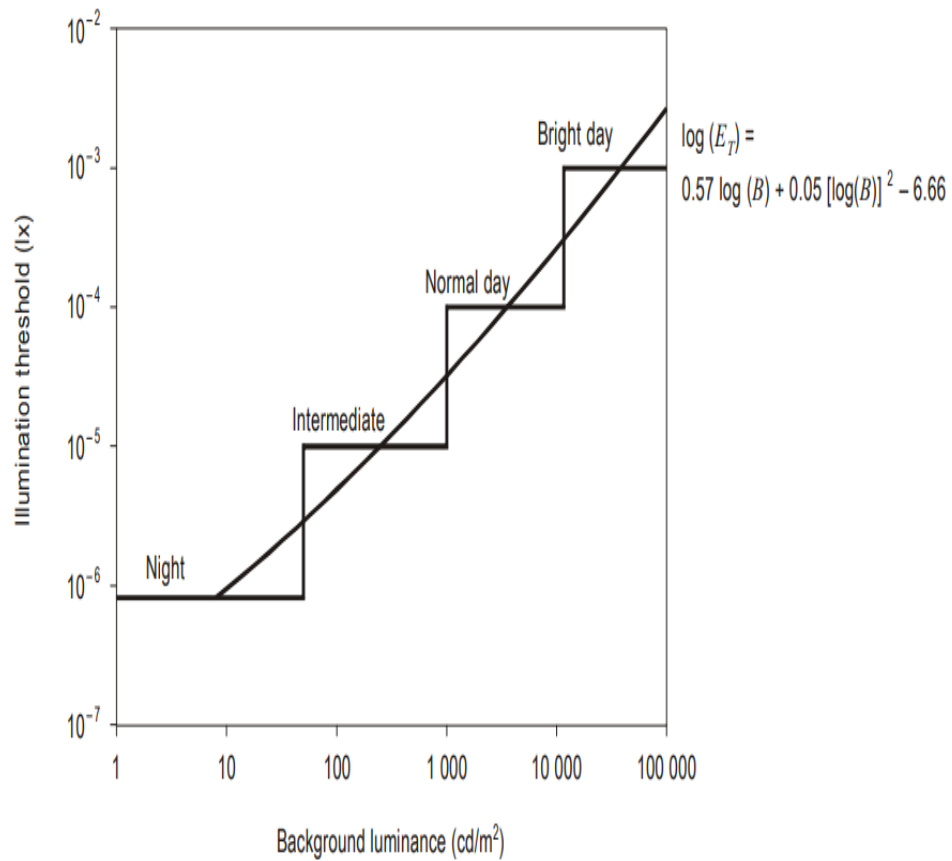
4. In instrumented systems without continuous adjustment of the illumination threshold, the use of four equally spaced illumination threshold values with agreed corresponding background luminance ranges is convenient but will reduce accuracy. The four values are shown in Figure D-1 in the form of a step function; they are tabulated in Table D-1 for greater clarity.

*Note 1.— Information and guidance material on the runway lights to be used for assessment of runway visual range are contained in the Manual of Runway Visual Range Observing and Reporting Practices (Doc 9328).*

*Note 2.— In accordance with the definition of visibility for aeronautical purposes, the intensity of lights to be used for the assessment of visibility is in the vicinity of 1 000 cd.*

Table D-1. Illumination threshold steps

<i>Condition</i>	<i>Illumination threshold (lx)</i>	<i>Background luminance (cd/m<sup>2</sup>)</i>
Night	$8 \times 10^{-7}$	$\leq 50$
Intermediate	$10^{-5}$	51 – 999
Normal day	$10^{-4}$	1 000 – 12 000
Bright day (sunlit fog)	$10^{-3}$	> 12 000



**Figure D-1. Relationship between the illumination threshold  $E_T$  (lx) and background luminance  $B$  (cd/m<sup>2</sup>)**



**ATTACHMENT E. SPATIAL RANGES AND RESOLUTIONS FOR SPACE WEATHER ADVISORY INFORMATION**  
**(See Appendix 2, 6.1 of this Regulation.)**

<i>Element to be forecast</i>		<i>Range</i>	<i>Resolution</i>
Flight level affected by radiation		250 – 600	10
Longitudes for advisories (degrees)		000 – 180	15
Latitudes for advisories (degrees)		00 – 90	10
Latitude bands for advisories:	High latitudes northern hemisphere (HNN)	N9000 – N6000	30
	Middle latitudes northern hemisphere (MNH)	N6000 – N3000	
	Equatorial latitudes northern hemisphere (EQN)	N3000 – N0000	
	Equatorial latitudes southern hemisphere (EQS)	S0000 – S3000	
	Middle latitudes southern hemisphere (MSH)	S3000 – S6000	
	High latitudes southern hemisphere (HSH)	S6000 – S9000	

— END —