

icing		
— severe icing		SEV ICE
— severe icing due to freezing rain		SEV ICE (FZRA)
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”

2. DISCUSSION

2.1 SIGMET messages are a critical element for ensuring safe operations of flights for airlines, ANSP's and authorities. This information is essential in Flight Planning and Pilot briefing/awareness.

2.2 Modern Flight Planning, briefing and information dissemination systems, for both airlines and ANSPs, are typically automated and information is usually input directly into these systems. Bundling different types of phenomena into a single SIGMET message presents the opportunity for error. Even with largely manual systems the potential for human error (i.e. missing elements of bundled information) is also a heightened risk.

2.3 A current example is the bundling of phenomena MOD to SEV TURB and RDOACT CLD.

SIGMET RJTD 9 VALID 171930-172330
RJJJ FUKUOKA FIR RDOACT CLD FCST WI N3714 E14047 - N3709 E14102
-..N3714 E14116 - N3725 E14122 - N3737 E14116 - N3742 E14102 -
N3737..E14047 - N3725 E14041 - N3714 E14047 STNR INTST UNKNOWN.
MOD TO SEV TURB FCST WI N3330 E13810 - N3250 E14220 - N3750
E14110 -..N3810 E13730 - N3330 E13810 FL290/350 MOV E 30KT
NC=.

2.4 These two items of safety critical information require significantly different actions from operators and/or ANSPs. Any risk of error when processing such critical information should be deemed unacceptable.

2.5 It is requested that States who currently combine the existence of one or more phenomena into a single SIGMET message recognise the safety and operational hazards that this practice encourages and, as soon as possible, revise their procedures to conform with ICAO Standards and Recommended Practices.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper; and
- b) encourage States, who currently combine the existence of one or more phenomena into a single SIGMET message, to recognise the safety and operational hazards that this practice encourages and, as soon as possible, revise their procedures to conform with ICAO Standards and Recommended Practices.
