

Encouragement to Transmit Special Air-Reports to Meteorological Watch Offices for Improvement of SIGMETs

Web-conference, 07 and 11-14 May 2020

ICAO APAC MET/R WG9

**Japan, Lao PDR, Myanmar, Philippines,
Thailand and Vietnam**



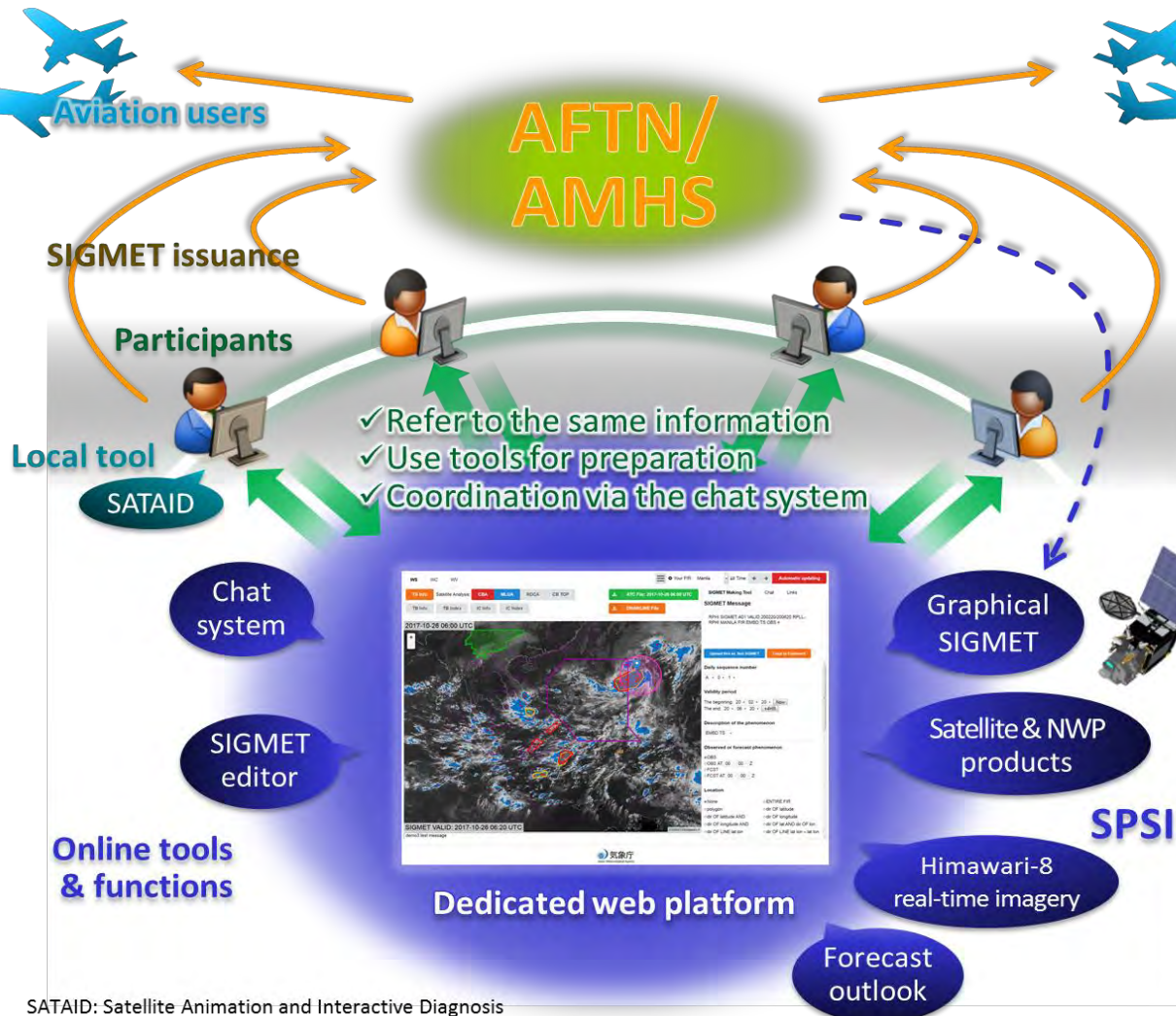
Special air-reports

- **Usage**
 - ✓ **Preparing SIGMET**
 - ✓ **Verifying en-route weather forecast including NWP**

- **According to PANS-ATM (ICAO Doc. 4444) ...**
 - ✓ **Reports made by all aircraft whenever specified significant meteorological phenomena are encountered or observed.**
 - ✓ **ATS units shall forward them without delay to their associated MWOs.**



Collaborative SIGMET Issuance (CSI)



SATAID: Satellite Animation and Interactive Diagnosis

SIGMET coordination

- ✓ Better-harmonized and more precise SIGMET
- ✓ Supporting information and tools provided by JMA
- ✓ Each MWO's expertise on local weather conditions and climatology



Continuous improvement

- ✓ Coordination procedures regularly reviewed & updated
- ✓ Technical cooperation provided including trainings



Number special air-reports in 2019 received by CSI member MWOs

MWO (FIR)	Turbulence	Icing	Thunderstorm
Bangkok (Bangkok)	89	3	0
Hanoi (Hanoi)	162	1	0
Ho Chi Minh (Ho Chi Minh)	70	0	2
Manila (Manila)	0	0	0
Tokyo (Fukuoka)	3502	76	43
Vientiane (Vientiane)	0	0	0
Yangon (Yangon)	0	0	0

The number of special air-reports varies greatly from State to State. Some members have difficulties in making decision whether to issue SIGMETs for turbulence and/or icing due to significant lack of relevant special air-reports.



Number special air-reports in 2019 received by CSI member MWOs

MWO (FIR)	Turbulence		Icing		Thunderstorm	
Bangkok (Bangkok)	89	[3]	3	[14]	0	[474]
Hanoi (Hanoi)	162	[15]	1	[0]	0	[618]
Ho Chi Minh (Ho Chi Minh)	70	[14]	0	[0]	2	[1164]
Manila (Manila)	0	[0]	0	[0]	0	[1292]
Tokyo (Fukuoka)	3502	[1503]	76	[17]	43	[829]
Vientiane (Vientiane)	0	[0]	0	[0]	0	[122]
Yangon (Yangon)	0	[0]	0	[111]	0	[412]

[]: Number of SIGMETs

The number of special air-reports varies greatly from State to State. Some members have difficulties in making decision whether to issue SIGMETs for turbulence and/or icing due to significant lack of relevant special air-reports.



Discussion at the CSI Workshop held in December 2019

- **Special air-reports are one of the most important and indispensable information sources for not only timely preparation but also verification of SIGMETs.**
- **Cooperation by the airlines and ATS units relaying special air-reports is essential in order to receive observation data from the aircrafts in flight in a timely manner.**





Conclusion

- **Airlines and ATS units should be encouraged to send more special air-reports to their associated MWOs so that they utilize the reports in creating and verifying en-route weather forecasts, provide more accurate forecasts and further contribute to the safety of aircraft operations.**

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

4.1.1 note the information contained in this paper; and

4.1.2 discuss possible ways to encourage airlines and air traffic services units to share more special air-reports to their associated MWOs.