



*International Civil Aviation Organization*

**FOURTEENTH MEETING OF THE  
COMMUNICATIONS/NAVIGATION/SURVEILLANCE  
AND METEOROLOGY SUB-GROUP OF  
APANPIRG (CNS/MET SG/14)**



Jakarta, Indonesia, 19 – 22 July 2010

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**Agenda Item 11: Implementation of SIGMET and warnings:**

**4) Update on SIGMET Guide**

**SIGMET GUIDE UPDATE**

(Presented by the Secretariat)

**SUMMARY**

This paper presents a summary of the Asia/Pacific Regional SIGMET Guide amended June 2010.

This paper relates to:

**Strategic Objectives:**

- A. Safety – Enhance global civil aviation safety
- D. Efficiency – Enhance the efficiency of aviation operations

**Global Plan Initiatives:**

- GPI-18 Aeronautical Information
- GPI-19 Meteorological systems

**1. Introduction**

1.1 The Eighth Meeting of the ASIA/PAC OPMET Management Task Force (OPMET/M TF/8) of the CNS/MET Sub-group of APANPIRG was held in Bangkok, Thailand, from 23 to 25 March 2010. The meeting reviewed and provided input to the SIGMET Guide, which was updated in June 2010. For reference, the SIGMET Guide amended June 2010 is posted on the following web site [http://www.bangkok.icao.int/edocs/sigmet\\_guide4.pdf](http://www.bangkok.icao.int/edocs/sigmet_guide4.pdf). The list of changes associated with this amendment is provided in **Attachment 1**.

**2. Updates to the SIGMET Guide**

2.1 Most changes to the SIGMET Guide were associated with Appendix H, WMO SIGMET headings, but also included updates that facilitate the participation of MID Meteorological Watch Offices (MWOs) that are recipients of tropical cyclone advisories by the Tropical Cyclone Advisory Centre (TCAC) New Delhi in the WC SIGMET test scheduled on November 2010. In

addition, SIGMET changes associated with Amendment 75 to Annex 3 applicable 18 November 2010 are highlighted in green to facilitate States in their implementation of the new related standards.

### **3. SIGMET Test concern**

3.1 With regards to the SIGMET Guide, a concern with the reissuance of valid SIGMET after the SIGMET test has been identified. These steps are detailed in section 3.2.3 of Appendix J to the SIGMET Guide and reproduced in **Attachment 2**. Essentially, a valid SIGMET is reissued after a test SIGMET to provide operators a refresh of the original SIGMET. The concern of this method is that the attributes (i.e. geographic area) of the SIGMET may and likely have changed since the original SIGMET was issued. Therefore, the group may consider changing the text of the SIGMET Guide test procedures such that the reissuance of SIGMET be updated according to the new attributes and use the reissuance time for the start period of validity of SIGMET.

3.2 A contrary argument to this suggestion is that for a large Flight Information Region (FIR), reissuing all SIGMET after the test may require significant manpower in a short amount of time. Furthermore, the original SIGMET would need to be cancelled and once again for a large FIR this will require more time. Lastly, the reissuance of SIGMET would not have occurred if it were not for the test deeming the original SIGMET correct except for the disruption of the SIGMET test.

3.3 As not to discourage participation in the SIGMET test and to assure SIGMET already present are available to operators and be as accurate as possible, the meeting may consider the two different approaches to the reissuance of SIGMET after a SIGMET test. That is, (1) make no change to the SIGMET Guide and reissue the original SIGMET after the test or (2) reissue SIGMET with the new attributes as it corresponds to the new start time. The meeting may also consider further examination is necessary in determining the method of reissuing SIGMET after a test SIGMET has been issued and request support from the OPMET/M TF.

### **4. Action required by the Meeting**

4.1 The meeting is invited to:

- a) note the information provided in this paper regarding the update to the SIGMET Guide; and
- b) determine an acceptable method of reissuing SIGMET after a SIGMET test is conducted and possibly call on the OPMET/M TF to develop a recommendation.

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**Asia/Pacific Regional SIGMET Guide – list of updates – 4 June 2010**

Changes associated with Amendment 75 to Annex 3 are highlighted in green to identify those changes applicable on 18 November 2010.

**Text**

- Replace LOC with PSN when an eruption is referenced – pages 3-7, 3-8.
- Add BLW FLnnn with SFC/FLnnn (Amendment 75 to Annex 3): pages 3-4, 3-6 with note that BLW used for CB only
- Change compass directions from eight to sixteen and related examples (Amendment 75 to Annex 3): pages 3-7, 3-9, 3-11
- Introduction of TC NN for forecast of TC not presently named – for storms whose strength is forecasted to reach TC levels (Amendment 75 to Annex 3): page 3-10.
- Introduction of time in forecast position of SIGMET event (Amendment 75 to Annex 3): pages 3-4, 3-5, 3-7, 3-8, 3-10

**Appendices A**

- Replace with latest FASID Table MET 1B, Meteorological Watch Offices

**Appendix B**

- Replace with latest FASID Table MET 3A, Tropical Cyclone Advisory Centres

**Appendix C**

- Replace with latest FASID Table MET 3B, Volcanic Ash Advisory Centres (includes expanded coverage of VAAC Wellington as a result of IAVWOPSG/5 C5/2)

**Appendix D**

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**Appendix E**

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**Appendix F**

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**Appendix G**

- Amendment 75 to Annex 3 changes are highlighted in green to be implemented on 18 November 2010

## Appendix H

- add entry for Afghanistan – noted in remarks that AFTN not available and headings not confirmed
- add WMO CCCC of AMMC in remarks column for Melbourne/World Met. Centre for both Melbourne and Brisbane FIRs
  - Replaced Townsville YBTL ABTL to Cairns YBCS ABCS
- Added WSKR31, WCKR31, and WVKR31 to SUNAN MWO entry for WMO SIGMET Headings
- changed ZKKK to ZKKP in accordance to Doc 7910 for Pyongyang FIR in SUNAN MWO entry
- completed WMO headers for India
- added WCLA31 and WVLA31 for Lao PDR
- removed WBKK for issuance of test SIGMET for WBFC, which for testing purposes is under the jurisdiction of WMKK for Malaysia
- added WCMV31 and WVMV31 to Male MWO entry for WMO SIGMET Headings
- changed Male FIR designator to VRMF
- added WMO headers WSBM31, WCBM31 and WVBM31 for Myanmar
- noted that SIGMET issued by Port Moresby on behalf of Honiara for Solomon Islands and that bilateral agreement underway
- added WMO Headers WSSO20, WCSO20 and WVSO20 for Solomon Islands
- italicize Kansas City MWO for recipient FIRs outside the ASIA/PAC Region so that the ASIA/PAC SIGMET tests' statistics will not include this entry
- added note that KZAK is official ICAO location indicator for the Oakland Oceanic FIR, but no directive received to make change (KZOA is still practiced)

## Appendix I

- Updated the area of coverage for Réunion
- Added Toulouse in VA section (LFPW, FVXX01 LFPW)

## Appendix J

- Removed (under consideration) for VAAC Toulouse, page J-2
- Added note 3) MWOs in MID Region under TCAC Delhi plan to participate in WC SIGMET test beginning in late 2010, page J-3 (3.1.1.4)
- Added paragraph in 3.2 that “To accommodate the MID Region in the WC SIGMET Test, TCAC New Delhi will issue a test TC advisory at **0800 UTC** on the specified date for the test in addition to the **0200 UTC** test advisory. *To clarify, only MWOs in the ASIA Region that receive a TC test advisory from TCAC New Delhi at 0200 UTC will issue a WC SIGMET test message. Likewise, only MWOs in the MID Region that receive a TC test advisory from TCAC New Delhi at 0800 UTC will issue a WC SIGMET test message.*”
- Added time to forecast of SIGMET on page J-5 in accordance to Amendment 75 to Annex 3 applicable 18 November 2010
- Added 3.2.3.1 c) that “If b) is not selected due to safety concerns and no SIGMET test message issued due to active SIGMET, please notify the SIGMET tests focal points below and the ICAO Regional Office, Bangkok”

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3.2.2 Special procedure to avoid overwriting of a valid SIGMET

**3.2.3.1 It is vital to ensure that TEST SIGMET is not confused with operational SIGMET and avoid overwriting a valid operational SIGMET in an automated system. In order to prevent this it is suggested that:**

- a) If at the time of the SIGMET test NO SIGMET is current for the FIR, the number of the Test SIGMET should follow the normal numbering sequence; e.g. if the last “normal” SIGMET before the test was number “03”, the TEST SIGMET should be number “04”, and the first “normal” SIGMET after the test should be number “05”.
- b) If a SIGMET is VALID at the time of the test then the TEST SIGMET should be issued and the valid SIGMET should be repeated immediately after the TEST SIGMET. E.g., if the following SIGMET is issued at 0100 on the date of the test:

```
WSAU01 YBRF 290100  
YBBB SIGMET 1 VALID 290100/290500 YBRF-  
BRISBANE FIR SEV TURB FCST AT 0100Z WI ....=
```

A SIGMET test is scheduled for 0200 UTC on the 29<sup>th</sup>. The TEST SIGMET is issued with the next consecutive sequence number as follows:

```
WSAU01 YBRF 290200  
YBBB SIGMET 2 VALID 290200/290210 YBRF-  
TEST SIGMET PLEASE DISREGARD=
```

The original SIGMET is then retransmitted immediately after this with the next consecutive sequence number and the validity period is amended accordingly:

```
WSAU01 YBRF 290200  
YBBB SIGMET 3 VALID 290200/290500  
BRISBANE FIR SEV TURB FCST AT 0200Z WI ... =
```

- c) If b) is not selected due to safety concerns and no SIGMET test message issued due to active SIGMET, please notify the SIGMET tests focal points below and the ICAO Regional Office, Bangkok

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