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ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL

ORGANISMO ESPECIALIZADO DE LA ONU

Impact on the remaining annexes and procedures of the ICAO Air Navigation Service

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PRESENTATION SUMMARY

01 Consequential amendment to Annex 6

02 Consequential amendment to Annex 10

03 Consequential amendment to Annex 11

04 Consequential amendment to Annex 15

05 Consequential amendment of the PANS-ABC

06 Consequential amendment to the PANS-AIM

07 Consequential amendment of the PANS ATM

01

CONSEQUENTIAL AMENDMENT TO THE ANNEX 6

This is a consequential amendment to Initial Proposal 1 of the NEW PANS-MET. References to Annex 3 and PANS-MET have been updated.

PROPOSED AMENDMENT TO

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

OPERATION OF AIRCRAFT

ANNEX 6

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART I
INTERNATIONAL COMMERCIAL AIR TRANSPORT — AEROPLANES

INITIAL PROPOSAL 1
CONSEQUENTIAL AMENDMENT

PUBLICATIONS

(referred to in this Annex)

ICAO Publications

. . .

Procedures for Air Navigation Services

ATM — Air Traffic Management (Doc 4444)

MET – Meteorology (Doc 10157)

. . .

CHAPTER 4. FLIGHT OPERATIONS

. . .

4.4.2 Meteorological observations

Note.— The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444), the PANS-MET (Doc 10157) and the appropriate Regional Supplementary Procedures (Doc 7030).

PROPOSED AMENDMENT TO

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

OPERATION OF AIRCRAFT

ANNEX 6

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART II
INTERNATIONAL GENERAL AVIATION - AEROPLANES

PUBLICATIONS

(referred to in this Annex)

ICAO Publications

. . .

Procedures for Air Navigation Services

ATM — Air Traffic Management (Doc 4444)

MET – Meteorology (Doc 10157)

. . .

SECTION 2

GENERAL AVIATION OPERATIONS

. . .

CHAPTER 2.2 FLIGHT OPERATIONS

. . .

2.2.4 In-flight procedures

. . .

2.2.4.2 Meteorological and operational observations by pilots
~~**(Applicable as of 5 November 2020)**~~

. . .

Note.— The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444), the PANS-MET (Doc 10157) and the appropriate Regional Supplementary Procedures (Doc 7030).

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PROPOSED AMENDMENT TO

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

OPERATION OF AIRCRAFT

ANNEX 6

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

PART III
INTERNATIONAL OPERATIONS — HELICOPTERS

PUBLICATIONS

(referred to in this Annex)

ICAO Publications

. . .

Procedures for Air Navigation Services

ATM — Air Traffic Management (Doc 4444)

MET – Meteorology (Doc 10157)

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SECTION 2

INTERNATIONAL COMMERCIAL AIR TRANSPORT

. . .

2.2 OPERATIONAL CERTIFICATION AND SUPERVISION

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2.2.8 Heliport or landing location operating minima

. . .

2.2.8.6 **Recommendation.—** For instrument approach operations, heliport or landing location operating minima below 800 m visibility should not be authorized unless RVR information or an accurate measurement or observation of visibility is provided.

Note.— Guidance on the operationally desirable and currently attainable accuracy of measurement or observation is given in ~~Annex 3, Attachment B~~ the PANS-MET (Doc 10157), Attachment A.

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2.4 IN-FLIGHT PROCEDURES

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2.4.2 Meteorological observations

Note.— The procedures for making meteorological observations on board aircraft in flight and for recording and reporting them are contained in Annex 3, the PANS-ATM (Doc 4444), the PANS-MET (Doc 10157) and the appropriate Regional Supplementary Procedures (Doc 7030).

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02

CONSEQUENTIAL AMENDMENT TO ANNEX 10

This is a consequent amendment to the initial proposal 2 of the NEW PANS-MET — FURTHER DEVELOPMENT OF SPACE WEATHER INFORMATION SERVICES. The space weather warning is added as an in-flight safety message that is sent via AFTN with an "FF" priority indicator.

PROPOSED AMENDMENT TO

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

AERONAUTICAL TELECOMMUNICATIONS

ANNEX 10

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

VOLUME II

COMMUNICATION PROCEDURES INCLUDING THOSE WITH PANS STATUS

INITIAL PROPOSAL 1
CONSEQUENTIAL AMENDMENT TO ANNEX 10, VOLUME II

. . .

CHAPTER 4. AERONAUTICAL FIXED SERVICE (AFS)

. . .

4.4 AERONAUTICAL FIXED TELECOMMUNICATION NETWORK (AFTN)

4.4.1 General

. . .

4.4.1.1.3 Flight safety messages (priority indicator FF) shall comprise:

. . .

c) meteorological messages restricted to SIGMET and AIRMET information~~,~~ special air-reports~~, AIRMET messages,~~ volcanic ash~~ and~~ tropical cyclone and space weather advisory information; and amended forecasts.

03

CONSEQUENTIAL AMENDMENT TO ANNEX 11

This is a consequential amendment to initial proposals 1 of the NEW PANS-MET and initial proposal 6 of the NEW PANS-MET — IMPROVED DEFINITION OF METEOROLOGICAL AUTHORITY. Updated references to Annex 3, PANS-MET, meteorological authority and meteorological service provider.

PROPOSED AMENDMENT TO

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

AIR TRAFFIC SERVICES

ANNEX 11

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

INITIAL PROPOSAL 1
CONSEQUENTIAL AMENDMENT TO ANNEX 11

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TABLE OF CONTENTS

. . .

CHAPTER 1. DEFINITIONS

. . .

Meteorological office. An office designated to provide meteorological service for international air navigation.

Meteorological service provider. The relevant entity providing meteorological service for international air navigation on behalf of a Contracting State.

Movement area. That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

. . .

CHAPTER 2. GENERAL

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2.21 Coordination between meteorological service provider and appropriate air traffic services ~~authorities~~ authority

2.21.1 To ensure that aircraft receive the most up-to-date meteorological information for aircraft operations, arrangements shall be made, where necessary, between meteorological service provider and ~~air traffic service authorities~~ appropriate ATS authorities for air traffic services personnel:

a) in addition to using indicating instruments, to report, if observed by air traffic services personnel or communicated by aircraft, such other meteorological elements as may be agreed upon;

b) to report as soon as possible to the associated meteorological office meteorological phenomena of operational significance, if observed by air traffic services personnel or communicated by aircraft, which have not been included in the aerodrome meteorological report;

c) to report as soon as possible to the associated meteorological office pertinent information concerning pre-eruption volcanic activity, volcanic eruptions and information concerning volcanic ash cloud. In addition, area control centres and flight information centres shall report the information to the associated meteorological watch office and volcanic ash advisory centres (VAACs).

. . .

2.21.2 Close coordination shall be maintained between area control centres, flight information centres and associated meteorological watch offices to ensure that information on volcanic ash included in NOTAM and SIGMET ~~messages~~ information is consistent.

2.22 Coordination between aeronautical information services and air traffic services authorities

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2.22.4 The air traffic services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do so while taking into account accuracy and integrity requirements necessary to meet the needs of the end-user of aeronautical data.

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Note 3.— Reports of volcanic activity comprise the information detailed in Annex 3, ~~Chapter~~ Section 4.8.

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CHAPTER 4. FLIGHT INFORMATION SERVICE

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4.2 Scope of flight information service

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4.2.3 **Recommendation.**— *ATS units should transmit, as soon as practicable, special air-reports to other aircraft concerned, to the associated meteorological office, and to other ATS units concerned. Transmissions to aircraft should be continued for a period to be determined by agreement between the meteorological service provider and ~~air traffic services authorities concerned~~ appropriate ATS authorities.*

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4.3 Operational flight information service broadcasts

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4.3.2 HF operational flight information service (OFIS) broadcasts

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4.3.2.5 **Recommendation.**— *HF operational flight information service broadcast messages should contain the following information in the sequence indicated or as determined by regional air navigation agreements:*

a) En-route weather information

Information on significant en-route weather phenomena should be in the form of available SIGMET as prescribed in Annex 3, Chapter 7.

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4.3.3 VHF operational flight information service (OFIS) broadcasts

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4.3.3.5 **Recommendation.**— *VHF operational flight information service broadcast messages should contain the following information in the sequence indicated:*

a) name of aerodrome;

. . .

o) trend forecast, when available; and

p) notice of current SIGMET ~~messages~~ information.

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4.3.5 Data link-automatic terminal information service (D-ATIS)

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4.3.5.1.1 Where real-time meteorological information is included but the data remains within the parameters of the significant change criteria, the content, for the purpose of maintaining the same designator, shall be considered identical.

Note.— Significant change criteria are specified in ~~2.3.2 of Appendix 3 to Annex 3~~ the PANS-MET (Doc 10157), 2.1.2.2.1.

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4.3.6 Automatic terminal information service (voice and/or data link)

4.3.6.1 Whenever Voice-ATIS and/or D-ATIS is provided:

a) the information communicated shall relate to a single aerodrome;

. . .

g) the meteorological information shall be extracted from the local meteorological routine or special report.

Note.— In accordance with ~~Sections 4.1 and 4.3 of Appendix 3 to Annex 3~~ the PANS-MET (Doc 10157), Sections 2.2.1 and 2.2.3, the surface wind direction and speed and runway visual range (RVR) are to be averaged over 2 minutes and 1 minute, respectively; and the wind information is to refer to conditions along the runway for departing aircraft and to conditions at the touchdown zone for arriving aircraft. A template for the local meteorological report, including the corresponding ranges and resolutions of each element, ~~are~~ is in the PANS-MET (Doc 10157), Appendix ~~3~~2, Table A2-1 ~~to Annex 3~~. Additional criteria for the local meteorological report are contained in the PANS-MET (Doc 10157), Chapter ~~4~~ 2 ~~of~~, and in Attachment ~~D~~ C ~~to, Annex 3~~.

4.4 VOLMET broadcasts and D-VOLMET service

4.4.1 **Recommendation.**— *HF and/or VHF VOLMET broadcasts and/or D-VOLMET service should be provided when it has been determined by regional air navigation agreements that a requirement exists.*

Note.— Annex 3, 11.~~5~~4 and 11.~~6~~5 provide details of VOLMET broadcasts and D-VOLMET service.

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CHAPTER 7. AIR TRAFFIC SERVICES REQUIREMENTS FOR INFORMATION

7.1 Meteorological information

7.1.1 General

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7.1.1.3 **Recommendation.**— *When computer-processed upper air data 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~~ meteorological service provider and the appropriate ATS authority.*

. . .

7.1.2 Flight information centres and area control centres

7.1.2.1 Flight information centres and area control centres shall be supplied with meteorological information ~~as described in Annex 3, Appendix 9, 1.3~~, particular emphasis being given to the occurrence or expected occurrence of weather deterioration as soon as this can be determined. These reports and forecasts shall cover the flight information region or control area and such other areas as may be determined on the basis of regional air navigation agreements.

Note.— The list of meteorological information to be supplied to flight information centres and area control centres is contained in the PANS-MET (Doc 10157), 9.1.3.

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7.1.3 Units providing approach control service

7.1.3.1 Units providing approach control service shall be supplied with meteorological information ~~as described in Annex 3, Appendix 9, 1.2~~ for the airspace and the aerodromes with which they are concerned. Special reports and amendments to forecasts shall be communicated to the units providing approach control service as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast. Where multiple anemometers are used, the indicators to which they are related shall be clearly marked to identify the runway and section of the runway monitored by each anemometer.

Note.— The list of meteorological information to be supplied to units providing approach control service is contained in the PANS-MET (Doc 10157), 9.1.2.

. . .

7.1.3.6 Units providing approach control service for final approach, landing and take-off shall be supplied with information on wind shear which could adversely affect aircraft on the approach or take-off paths or during circling approach.

Note.— Provisions concerning the issuance of wind shear warnings and alerts and ATS requirements for meteorological information are given in Annex 3, Chapter 7 and in the PANS-MET (Doc 10157), ~~Appendices~~ Chapters 6 and 9.

7.1.4 Aerodrome control towers

7.1.4.1 Aerodrome control towers shall be supplied with meteorological information ~~as described in Annex 3, Appendix 9, 1.1~~ for the aerodrome with which they are concerned. Special reports and amendments to forecasts shall be communicated to the aerodrome control towers as soon as they are necessary in accordance with established criteria, without waiting for the next routine report or forecast.

Note.— The list of meteorological information to be supplied to aerodrome control towers is contained in the PANS-MET (Doc 10157), 9.1.1.

. . .

7.1.4.7 **Recommendation.**— *Aerodrome control towers and/or other appropriate units should be supplied with aerodrome warnings.*

Note.— The meteorological conditions for which aerodrome warnings are issued are listed in Annex 3, ~~Appendix 6, 5.1.3~~ 7.6.1.2.

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04

CONSEQUENTIAL AMENDMENT TO ANNEX 15

This is a consequent amendment to the initial proposal 2 of the NEW PANS-MET — FURTHER DEVELOPMENT OF SPACE WEATHER INFORMATION SERVICES. The requirements for issuing NOTAMs relating to space weather are eliminated to avoid confusion and to standardize the information in the warnings, following the advice of States and industry.

PROPOSED AMENDMENT TO

INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES

AERONAUTICAL INFORMATION SERVICES

ANNEX 15

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

INITIAL PROPOSAL 1
CONSQUENTIAL AMENDMENT TO ANNEX 15

. . .

CHAPTER 6. AERONAUTICAL INFORMATION UPDATES

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6.3.2 NOTAM

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6.3.2.3 A NOTAM shall be originated and issued concerning the following information:

. . .

~~w) observations or forecasts of space weather phenomena, the date and time of their occurrence, the flight levels where provided and portions of the airspace which may be affected by the phenomena;~~

. . .

Editorial Note.— Rename sub-paragraphs x), y), z) and aa) to w), x), y) and z), respectively.

05

CONSEQUENT AMENDMENT OF THE PANS-ABC

This is a consequential amendment to the initial proposal 1 of the NEW PANS-MET. References to Annex 3 and PANS-MET have been updated.

PROPOSED AMENDMENT TO

PROCEDURES FOR AIR NAVIGATION SERVICES

ICAO ABBREVIATIONS AND CODES
(PANS- ABC, DOC 8400)

INITIAL PROPOSAL 1
CONSQUENTIAL AMENDMENT TO PANS-ABC

. . .

3. Specifications governing the use of abbreviations

Specifications governing the use of abbreviations and codes are contained in the following ICAO Annexes and PANS:

a) use of abbreviations in the aeronautical information service: 1.3.4 of Annex 15;

. . .

e) use of abbreviations in plain language meteorological messages: Chapters 3, 4, 5, 6 and 7 ~~and Appendices 1, 2, 3, 5 and 6~~ of Annex 3; and Chapters 2, 4, 5 and 6 and Appendix 1 of the PANS--MET (Doc 10157);

. . .

06

CONSEQUENTIAL AMENDMENT TO THE PANS-AIM

This is a consequential amendment to the initial proposal 6 of the NEW PANS-MET — IMPROVED DEFINITION OF METEOROLOGICAL AUTHORITY. Updated references to meteorological authority and meteorological service provider.

PROPOSED AMENDMENT TO

PROCEDURES FOR AIR NAVIGATION SERVICES

AERONAUTICAL INFORMATION MANAGEMENT
(PANS- AIM, DOC 10066)

INITIAL PROPOSAL 1
CONSQUENTIAL AMENDMENT TO PANS-AIM

Chapter 1

DEFINITIONS

. . .

Metadata. Data about data (ISO 19115*).

Note.— A structured description of the content, quality, condition or other characteristics of data.

Meteorological authority. The ~~authority~~ entity ~~providing or~~ arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State, and providing oversight and regulation of the meteorological service.

Meteorological service provider. The relevant entity providing meteorological service for international air navigation on behalf of a Contracting State.

Minimum en-route altitude (MEA). The altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.

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Chapter 5

AERONAUTICAL INFORMATION PRODUCTS AND SERVICES

. . .

5.5 PRE-FLIGHT INFORMATION SERVICES

. . .

5.5.6 Automated pre-flight information systems providing a harmonized, common point of access by operations personnel, including flight crew members and other aeronautical personnel concerned, to aeronautical data and aeronautical information in accordance with 5.5.3 and meteorological information in accordance with 9.4.1 of Annex 3 — *Meteorological Service for International Air Navigation*, should be established by an agreement between the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with 2.1.1 c) of Annex 15 and the relevant meteorological ~~authority~~ service provider.

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Appendix 2

CONTENTS OF THE AERONAUTICAL INFORMATION PUBLICATION (AIP)

. . .

PART 1 — GENERAL (GEN)

. . .

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated authorities

The addresses of designated authorities concerned with the facilitation of international air navigation (civil aviation, meteorology, customs, immigration, health, en-route and aerodrome/heliport charges, agricultural quarantine and aircraft accident investigation) containing, for each authority:

1) designated authority;

2) name of the authority;

3) postal address;

4) telephone number;

5) telefax number;

6) e-mail address;

7) aeronautical fixed service (AFS) address; and

8) website address, if available.

Note.— In the context of meteorological service for international air navigation, both the meteorological authority and the meteorological service provider(s) are to be indicated in the AIP as designated entities, in accordance with Annex 3, Chapter 2, 2.1.4 and 2.1.5, respectively.

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GEN 3. SERVICES

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GEN 3.5 Meteorological services

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GEN 3.5.5 Notification required from operators

Minimum amount of advance notice required by the meteorological ~~authority~~ service provider from operators in respect of briefing, consultation and flight documentation and other meteorological information they require or change.

Editorial Note.— Propose to retain reference to "meteorological authority" in GEN 3.5.6 below since the corresponding provision in Annex 3 (5.1) related to air-reports is addressed to the Contracting State.

GEN 3.5.6 Aircraft reports

As necessary, requirements of the meteorological authority for the making and transmission of aircraft reports.

. . .

PART 2 — EN-ROUTE (ENR)

. . .

ENR 5. NAVIGATION WARNINGS

. . .

ENR 5.3 Other activities of a dangerous nature and other potential hazards

. . .

ENR 5.3.2 Other potential hazards

~~#AIP-DS#~~ Description, supplemented by charts where appropriate, of other potential hazards that could affect flights (active volcanoes, nuclear power stations, etc.), including:

1) geographical coordinates in degrees and minutes of location of potential hazard;

2) vertical limits;

3) advisory measures;

4) authority or service provider responsible for the provision of information; and

5) remarks.

07

CONSEQUENT AMENDMENT OF THE PANS - ATM

This is a consequential amendment to Initial Proposal 1 of the NEW PANS-MET and Initial Proposal 6 of Appendix B — IMPROVED DEFINITION OF METEOROLOGICAL AUTHORITY. Updated references to Annex 3, PANS-MET, meteorological authority and meteorological service provider.

PROPOSED AMENDMENT TO

PROCEDURES FOR AIR NAVIGATION SERVICES

AIR TRAFFIC MANAGEMENT
(PANS- ATM, DOC 4444)

INITIAL PROPOSAL 1

CONSQUENTIAL AMENDMENT TO PANS-ATM

. . .

Chapter 1

DEFINITIONS

. . .

Meteorological report. A statement of observed meteorological conditions related to a specified time and location.

Meteorological service provider. The relevant entity providing meteorological service for international air navigation on behalf of a Contracting State.

Minimum fuel. The term used to describe a situation in which an aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted.

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Chapter 4

GENERAL PROVISIONS FOR AIR TRAFFIC SERVICES

. . .

4.11 POSITION REPORTING

. . .

4.11.5 Contents of ADS-C reports

4.11.5.1 ADS-C reports shall be composed of data blocks selected from the following:

a) **Aircraft identification**

. . .

f) **Meteorological information**
wind speed
wind direction
wind quality flag (if available)
temperature
turbulence (if available)
humidity (if available)

Note.— The specifications for the elements in the meteorological information data block, including their ranges and resolutions, are shown in ~~Appendix 3 to Annex 3~~ the PANS-MET (Doc 10157), Chapter 3.

. . .

4.11.5.2 The basic ADS-C data block shall be required from all ADS-C-equipped aircraft. Remaining ADS-C data blocks shall be included as necessary. In addition to any requirements concerning its transmission for ATS purposes, data block f) (Meteorological information) shall be transmitted in accordance with Annex 3, Chapter 5, 5.3.1. ADS-C emergency and/or urgency reports shall include the emergency and/or urgency status in addition to the relevant ADS-C report information.

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Chapter 6

SEPARATION IN THE VICINITY OF AERODROMES

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6.6 INFORMATION FOR ARRIVING AIRCRAFT

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6.6.4 At the commencement of final approach, the following information shall be transmitted to aircraft:

a) significant changes in the mean surface wind direction and speed;

Note.— Significant changes are specified in ~~Annex 3, Chapter 4~~ the PANS-MET (Doc 10157), Chapter 2. However, if the controller possesses wind information in the form of components, the significant changes are:

— *Mean headwind component: 19 km/h (10 kt)*

— *Mean tailwind component: 4 km/h (2 kt)*

— *Mean crosswind component: 9 km/h (5 kt)*

b) the latest information, if any, on wind shear and/or turbulence in the final approach area;

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Chapter 11

AIR TRAFFIC SERVICES MESSAGES

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11.4 MESSAGE TYPES AND THEIR APPLICATION

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11.4.3 Flight information messages

...

11.4.3.2 MESSAGES CONTAINING METEOROLOGICAL INFORMATION

Note.— Provisions governing the making and reporting of aircraft observations are contained in Annex 3, Chapter 5 and in the PANS-MET (Doc 10157), Chapter 3. Provisions concerning the contents and transmission of air-reports are contained in Chapter 4, Section 4.12 of this document, and the special air-report of volcanic activity form used for reports of volcanic activity is shown in Appendix 1 to this document. The transmission by ATS units, to meteorological offices, of meteorological information received from aircraft in flight is governed by provisions in Chapter 4, Section 4.12.6 of this document. Provisions governing the transmission by ATS units of meteorological information to aircraft are set forth in Annex 11, 4.2 and in this document (see Chapter 4, 4.8.3 and 4.10.4; Chapter 6, Sections 6.4 and 6.6; Chapter 7, 7.4.1; and Chapter 9, 9.1.3). The written forms of SIGMET and AIRMET ~~messages~~ information and other plain-language meteorological messages are governed by the provisions of Annex 3 and the PANS-MET (Doc 10157).

...

11.4.3.2.3 The meteorological information referred to in 11.4.3.2.2 shall be extracted, as appropriate, from meteorological reports providing information on the following elements:

a) mean surface wind direction and speed and significant variations therefrom;

...

h) supplementary information.

Note. — Provisions relating to meteorological information to be provided in accordance with 11.4.3.2.3 are contained in Annex 3 ~~— Meteorological Service for International Air Navigation~~, Chapter 4 and in the PANS-MET (Doc 10157), ~~Appendix 3~~ Chapter 2.

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Appendix 1

INSTRUCTIONS FOR AIR-REPORTING BY VOICE COMMUNICATIONS

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2. Detailed reporting instructions

. . .

2.2 Information recorded on the volcanic activity reporting form (Model VAR) is not for transmission by RTF but, on arrival at an aerodrome, is to be delivered without delay by the operator or a flight crew member to the aerodrome meteorological office. If such an office is not easily accessible, the completed form shall be delivered in accordance with local arrangements made between the meteorological service provider, ~~and~~ appropriate ATS ~~authorities~~ authority and the operator.

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2. Special air-report of volcanic activity form (Model VAR)

MODEL VAR: to be used for post-flight reporting

VOLCANIC ACTIVITY REPORT

Air-reports are critically important in assessing the hazards which volcanic ash cloud presents to aircraft operations.

OPERATOR:			A/C IDENTIFICATION: (as indicated on flight plan)		
PILOT-IN-COMMAND:					
DEP FROM:	DATE:	TIME; UTC:	ARR AT:	DATE:	TIME; UTC:
ADDRESSEE			AIREP SPECIAL		
Items 1–8 are to be reported immediately to the ATS unit that you are in contact with.					
1) AIRCRAFT IDENTIFICATION			2) POSITION		
3) TIME			4) FLIGHT LEVEL OR ALTITUDE		
5) VOLCANIC ACTIVITY OBSERVED AT (position or bearing, estimated level of ash cloud and distance from aircraft)					
6) AIR TEMPERATURE			7) SPOT WIND		
8) SUPPLEMENTARY INFORMATION SO_2 detected Yes ☐ No ☐ Ash encountered Yes ☐ No ☐			Other _____ _____ _____ (Brief description of activity especially vertical and lateral extent of ash cloud and, where possible, horizontal movement, rate of growth, etc.)		
After landing complete items 9–16 then fax form to: (Fax number to be provided by the meteorological ~~authority~~ service provider based on local arrangements between the meteorological ~~authority~~ service provider and the operator concerned.)					
9)	DENSITY OF ASH CLOUD (c) Very dense	☐ (a) Wispy	☐ (b) Moderate dense	☐	
10)	COLOUR OF ASH CLOUD (c) Dark grey ☐ (d) Black	☐ (a) White ☐ (e) Other _____	☐ (b) Light grey	☐	
11)	ERUPTION (c) Not visible	☐ (a) Continuous	☐ (b) Intermittent	☐	
12)	POSITION OF ACTIVITY ☐	☐ (a) Summit (d) Multiple	☐ (b) Side ☐ (e) Not observed	☐ (c) Single	
13) rocks	OTHER OBSERVED	☐ (a) Lightning	☐ (b) Glow ☐	(c) Large	
	FEATURES OF ERUPTION (f) All	☐ (d) Ash fallout	☐ (e) Mushroom cloud	☐	
14)	EFFECT ON AIRCRAFT ☐ (c) Engines ☐ (f) Windows	☐ (a) Communication (d) Pitot static	☐ (b) Navigation systems ☐ (e) Windscreen	☐	
15)	OTHER EFFECTS (c) Other fumes	☐ (a) Turbulence	☐ (b) St. Elmo's Fire	☐	
16) OTHER INFORMATION (Any information considered useful.)					

Gracias!

OACI