

## Section 3. Operations

### 6-3-1. HANDLING OF SIGMETs, CWAs, AND PIREPs

#### a. SIGMETs and CWAs:

1. The CWSU meteorologist is the focal point for the review of SIGMETs to determine application to the ARTCC area of responsibility and may issue a CWA to modify or redefine the SIGMET information.

2. The CWSU meteorologist may also issue a CWA in advance of a SIGMET when the observed or the expected weather conditions meet SIGMET criteria or when conditions do not meet SIGMET criteria but are considered significant.

3. The weather coordinator (WC) has the primary responsibility for the inter/intrafacility dissemination of AIRMETs, SIGMETs, Urgent PIREPs, and CWAs and must ensure that sufficient information is disseminated to facilitate the required alert broadcasts.

#### REFERENCE-

FAAO JO 7210.3, Chapter 17, Section 26. Weather Management.

4. Terminal ATC facilities must relay the SIGMET and the CWA information to towers under their jurisdiction.

#### b. PIREPs:

1. The WC is the focal point for handling PIREP requests and for the dissemination of Urgent PIREPs within the ARTCC and to the terminal ATC facilities without LSAS which are or may be affected.

2. The CWSU meteorologist solicits PIREPs through the weather coordinator or directly from the controllers when required. Both solicited and unsolicited PIREPs that meet the Urgent PIREP criteria will be distributed immediately via the Leased Service A System (LSAS).

c. PIREP classification: Categorize PIREPs as follows:

1. URGENT: Weather phenomena reported by a pilot which represents a hazard or a potential hazard to flight operations. Disseminate reports of the following conditions as URGENT PIREPs:

(a) Tornadoes, funnel clouds, or waterspouts.

(b) Severe or extreme turbulence (including clear air turbulence).

(c) Severe icing.

(d) Hail.

(e) Low level wind shear.

#### NOTE-

Defined as wind shear within 2,000 feet of the surface.

(f) Volcanic eruptions and volcanic ash clouds.

(g) Detection of sulfur gases (SO<sub>2</sub> or H<sub>2</sub>S), associated with volcanic activity, in the cabin.

#### NOTE-

The smell of sulfur gases in the cockpit may indicate volcanic activity that has not yet been detected or reported and/or possible entry into an ash-bearing cloud. SO<sub>2</sub> is identifiable as the sharp, acrid odor of a freshly struck match. H<sub>2</sub>S has the odor of rotten eggs.

(h) Any other weather phenomena reported which are considered by the specialist as being hazardous or potentially hazardous to flight operations.

2. ROUTINE: Classify as ROUTINE all PIREPs received except those listed above.

### 6-3-2. RECEIPT OF NOTAM DATA

ARTCC air traffic managers must coordinate with other air traffic facilities in their area to ensure that adequate procedures are established for the receipt and distribution of NOTAMs.

### 6-3-3. REVIEW AIRSPACE STRUCTURE

Although magnetic radials are used in planning airways/routes, conversion to true radials is required for designation. The final magnetic radials are not determined until the airspace action is charted. As a result, differences from planned magnetic radials may occur in the conversion of true to magnetic radials. Differences may also occur later due to changes in the magnetic variation, which is recomputed every 5 years. These differences could contribute to the misapplication of the VFR altitude hemispheric rule. Therefore, ARTCC air traffic managers must conduct a continuing review of the airway and jet route structures and proposed new