

NATIONAL WEATHER SERVICE INSTRUCTION 10-811
APRIL 22, 2004

Operations and Services
Aviation Weather Services, NWSPD 10-8

ENROUTE FORECASTS AND ADVISORIES

NOTICE: This publication is available at: <http://www.nws.noaa.gov/directives/>.

OPR: OS23 (R. Stone)

Certified by: OS23 (M. Andrews)

Type of Issuance: Emergency

SUMMARY OF REVISIONS: Supersedes National Weather Service Instruction 10-811, “International Products”, dated February 23, 2004. Changes in this emergency issuance cover SIGMET amendments in section 6.9. Section 4.f has been updated to reflect this changes.

Because this change is issued so soon following posting, here are the previous changes made to this directive: a new title for this directive; a new section (Section 9) on Route Forecasts, transferred from NWSI 10-806, World Area Forecast System; new graphics outlining the area covered by the Hawaiian Area Forecasts; added subsection 4.f, standardizing correction and amendment format procedures for enroute forecasts and advisories; and updated product examples on pages 18-19, 27-28, and 31-33.

SIGNED

4/8/04

Gregory A. Mandt

Date

Director, Office of Climate, Water, and Weather Services

<u>Table of Contents</u>	<u>Page</u>
1. Purpose.....	3
2. General.....	3
3. Responsibility for Issuance.....	4
4. Standardization.....	4
5. Area Forecasts (FA).....	5
5.1 FA Coverage and Content.....	5
5.2 FA Amendments.....	8
5.3 FA Corrections.....	9
5.4 Routine Delayed (RTD) FAs.....	9
6. Significant Meteorological Advisories (SIGMET).....	9
6.1 SIGMET Criteria.....	9
6.2 SIGMET for Volcanic Ash.....	10
6.3 SIGMET for Tropical Cyclone.....	10
6.4 Convective SIGMET (WST) over Conterminous U.S. (CONUS).....	10
6.4.1 WST Criteria.....	10
6.4.2 Special WST.....	11
6.4.3 WST Bulletins.....	11
6.4.4 Bulletins for No Activity Meeting WST Criteria.....	11
6.5 SIGMET Headers.....	11
6.6 SIGMET Valid Period.....	11
6.6.1 SIGMETs for Volcanic Ash and Tropical Cyclones.....	11
6.7 SIGMET Information.....	11
6.8 SIGMET Cancellation.....	12
6.9 SIGMET Amendments.....	12
6.10 SIGMET Corrections.....	12
6.11 RTD SIGMETs.....	12
6.12 Phenomena Information.....	12
6.13 Interchange of SIGMETs between Meteorological Watch Offices (MWO).....	12
6.14 Continuous SIGMET Criteria Across Two MWO's adjacent boundaries.....	13
7. Airmen's Meteorological Advisories (AIRMET).....	13
7.1 AIRMET Criteria.....	13
7.2 AIRMET Bulletins.....	13
7.3 SIGMET Information in AIRMET Bulletin.....	14
7.4 Time of Issuance.....	14
7.5 Valid Period.....	14
7.6 AIRMET Updates and Amendments.....	14
7.7 AIRMET Corrections.....	14
7.8 RTD AIRMETs.....	14
7.9 Phenomena Information.....	14
7.10 AIRMET Remarks.....	15
7.11 AIRMET Outlook (Except Alaska).....	15
7.12 AIRMET Outlook (Alaska Only).....	15
7.13 AIRMET Dissemination.....	15
8. Volcanic Ash Advisory (VAA).....	15

8.1	VAA Responsibility.....	15
8.2	VAA Issuance and Update Times.....	16
8.3	VAA Content.....	16
8.4	VAA Cancellation.....	16
8.5	Interchange of VAAs among Volcanic Ash Advisory Centers (VAAC).....	16
8.6	VAA Dissemination.....	17
9.	International Aviation Route Forecasts.....	17
9.1	ROFOR Criteria.....	17
9.2	Issuance Time.....	17
9.3	ROFOR Amendments.....	17
9.4	ROFOR Corrections.....	17
9.5	ROFOR Content.....	17
10.	Examples.....	17

Appendices:

A.	WMO Headers.....	A-1
B.	Area of Responsibility (Maps).....	B-1
C.	Definitions of Terms.....	C-1

1. Purpose. This instruction addresses National Weather Service (NWS) procedures for Area Forecasts (FA), Significant Meteorological Advisories (SIGMET), Airman’s Meteorological Advisories (AIRMET), and Volcanic Ash Advisories (VAA) for U.S. domestic and controlled international airspace.

2. General. FAs, SIGMETs, AIRMETs, and VAAs provide complete coverage for aviation customers in US controlled airspace, including all 50 states and adjacent coastal waters, and international oceanic areas. These are defined as:

- a. FA: An overview of weather conditions which could impact aviation operations.
- b. AIRMET: Provides notice of significant weather phenomena, issued as scheduled products, for icing and freezing level; turbulence, strong surface winds and low-level wind shear; and Instrument Flight Rules (IFR) and mountain obscuration, all at intensities lower that DO NOT meet SIGMET criteria.
- c. SIGMET: Provides en-route aircraft and aircrews notice of potentially hazardous phenomena such as thunderstorms and hail, turbulence; icing, sandstorms and duststorms; tropical cyclones; and volcanic ash.
- d. VAA: Provides en-route aircraft and aircrews notice when airborne volcanic ash is observed or reported which may affect the atmosphere in designated areas.

Each of these products are designed to serve civilian and military aviation as a common system aviation weather safety program. NOTE: Information regarding significant weather for all areas of the world at or above Flight Level (FL) 150 is contained in synchronous Significant Weather

High (SWH) and/or Significant Weather Medium (SWM) issuances from the World Area Forecast Centers (WAFC).

3. Responsibility for Issuance. The U.S. has four Meteorological Watch Offices (MWO) with responsibilities defined in International Civil Aviation Organization (ICAO) Annex 3. They are the Aviation Weather Center (AWC), Alaska Aviation Weather Unit (AAWU), and Weather Forecast Offices (WFO) in Honolulu and Guam. Their areas of responsibility are:

- a. The AWC:
 - (1) 20 Federal Aviation Administration (FAA) Air Route Traffic Control Center (ARTCC) Flight Information Regions (FIR) in the Conterminous U. S. (CONUS) out to the domestic FIR boundary.
 - (2) The New York, Houston, Miami, and San Juan Oceanic FIRs.
 - (3) The Oakland Oceanic FIR north of 30 north latitude, and the portion east of 140 west longitude which is between the equator and 30 north latitude.
- b. The AAWU is responsible for the Anchorage FIR.
- c. WFO Honolulu is responsible for the Oakland Oceanic FIR south of 30 north latitude, between 140 west and 160 east longitude.
- d. WFO Guam is responsible for the Oakland Oceanic FIR west of 160 east longitude and north of the equator.

4. Standardization. All forecasts and in-flight advisories will follow these standards:

- a. All referenced heights or altitudes will be annotated as FL for heights at or above 18,000 and consist of three (3) digits depicting height in hundreds of feet Mean Sea Level (MSL).
- b. References to latitude and longitude will be in whole degrees and minutes following the model: Nnn[nn] or Snn[nn], Wnnn[nn] or Ennn[nn] with a space between latitude and longitude and a hyphen between successive points.
- c. Messages will be prepared using approved ICAO contractions, abbreviations and numerical values of self-explanatory nature.
- d. Weather and obstructions to visibility will be the same as weather abbreviations used for surface airways observations (METAR or SPECI - see Federal Meteorological Handbook (FMH) No. 1 - Surface Observations).
- e. AIRMETs and SIGMETs will be disseminated to meteorological offices and users in accordance with applicable regional air navigation agreements as required.

- f. All amended (AMD) or corrected (COR) enroute forecasts or advisory products will follow the same format procedures, except for amended or corrected SIGMETs (see section 6.9). An AMD or COR will be identified as a change in the first line after the time and date, and where appropriate, a comment - the reason for the change, etc. - will be added as the last line of the product.

5. Area Forecasts (FA). The FA will describe in abbreviated language specified en-route weather phenomena below FL450.

- a. AWC provides the following FAs:
 - (1) The CONUS. The FA will consist of three (3) sections: a synopsis, Visual Flight Rules (VFR) clouds and weather, and an outlook. In the CONUS, the FA will be issued for six (6) geographical areas.
 - (2) The Gulf of Mexico FA is an overview of weather conditions which could impact helicopter aviation operations over the northern Gulf of Mexico and adjacent coastal plains. It serves as a flight planning and weather briefing aid from surface to 12,000 feet, and describes weather of significance to general aviation (GA), civilian, military and helicopter pilots and aviation. It also contains marine conditions. The synopsis and weather/marine forecast sections are valid for 12 hours, with the outlook section valid for 12 hours beyond the synopsis and forecast section valid period.
 - (3) The Caribbean FA is an overview of weather conditions which could impact aviation operations over the Gulf of Mexico and adjacent land masses; the Caribbean Sea and adjacent land masses and islands; and the southwestern portions of the New York Oceanic FIR. The synopsis and forecast sections will be valid for 12 hours each, with the outlook valid for 12 hours beyond the synopsis and forecast section valid period.
- b. WFO Honolulu will issue FAs for the main Hawaiian Islands and coastal waters (extending out to 40 NM of the coastlines).
- c. The AAWU will issue Alaskan FAs for the state and coastal waters of Alaska, including the Pribilof Islands and Southeast Bering Sea. Alaskan FAs will include SIGMET and AIRMET information, and are issued under seven separate World Meteorological Organization (WMO) headers.

5.1 FA Coverage and Content. Each FA contains a reference to valid SIGMETs and AIRMETs followed by a “boiler plate” statement about conditions implied by a forecast of thunderstorms, except where noted. The examples in Section 10 contain this statement.

- a. CONUS. References are to states - by 2-letter designator - and to geographical areas. The states, and other areas, contained in each of the six area forecasts, and the abbreviations used are:
- (1) Pacific Coast (SFO): Washington - WA, Oregon - OR, California - CA, and Coastal Waters.
 - (2) Rocky Mountain (SLC): Idaho - IA, Montana - MT, Wyoming - WY, Nevada - NV, Utah - UT, Colorado - CO, Arizona - AZ, and New Mexico - NM.
 - (3) North-Central (CHI): North Dakota - ND, South Dakota - SD, Nebraska - NE, Kansas - KS, Minnesota - MN, Iowa - IA, Missouri - MO, Lake Superior - LS, Wisconsin - WI, Lake Michigan - LM, Illinois - IL, Michigan - MI, Lake Huron - LH, Indiana - IN, and Kentucky - KY.
 - (4) Northeast (BOS): Maine - ME, New Hampshire - NH, Vermont - VT, Massachusetts - MA, Rhode Island - RI, Connecticut - CT, New York - NY, New Jersey - NJ, Pennsylvania - PA, Ohio - OH, Lake Erie - LE, Lake Ontario - LO, West Virginia - WV, Maryland - MD, District of Columbia - DC, Delaware - DE, Virginia - VA, and Coastal Waters.
 - (5) South Central (DFW): Oklahoma - OK, Texas - TX, Arkansas - AR, Tennessee - TN, Louisiana - LA, Mississippi - MS, Alabama - AL, and Coastal Waters.
 - (6) Southeast (MIA): North Carolina - NC, South Carolina - SC, Georgia - GA, Florida - FL, and Coastal Waters.

The FAUSs are produced three times daily for each of two areas. The following are issuance times for FAUSs (NOTE: All times are Universal Time Coordinated (UTC) and are based on U.S. Standard Time; subtract one hour to all issuance times for U.S. Daylight Savings Time): BOS/MIA - 0145/0945/1845; CHI/DFW - 0245/1045/1945; and SLC/SFO - 0345/1145/2045. The FAUSs include a synopsis, which is a short description of significant synoptic weather systems affecting the area during the 18 hour valid period; VFR Clouds/Weather for a 12 hour period, with information referenced to states or geographic areas describing cloud conditions, weather and/or visibility which are MVFR or better in the following order: thunderstorms and their implications, sky condition (cloud height, amount, and tops) if bases are at or below (AOB) FL180 MSL, weather (precipitation, fog, haze, blowing dust, etc.) if surface visibilities are three (3) to six (6) miles, and significant wind information; and an outlook, which is a 6-hour categorical forecast for IFR, MVFR, or VFR.

- b. Gulf of Mexico FA. The Gulf of Mexico FA (FAGX) is a single product combining information contained in an FA prepared for the conterminous U.S.,

the in-flight advisories -- AIRMET/SIGMET, and the marine precautions. Each section describes the phenomena impacting the respective area and will always have an entry even if it is negative.

The FAGX, valid for 12 hours with a 12 hour extended outlook, is produced twice daily at 1030 and 1830 UTC. It contains a synopsis and a weather/marine forecast section. The weather/marine section includes flight precautions AOB 12,000 feet for thunderstorms which are at least scattered or meet Convective SIGMET criteria; moderate or greater turbulence; moderate or greater icing; wind speeds greater than or equal to (GTE) 25 knots below 1000 feet; ceilings and/or visibilities less than (LT) 1000 feet and/or three (3) miles; marine precautions for dense fog (visibility less than or equal to (LTE) 1 mile (sea fog) for an area covering 3,600 square nautical miles); small craft advisory (wind speeds 20 to 34 knots); gale warning (wind speeds 35 to 50 knots); storm warning (wind speeds greater than (GT) 50 knots); significant wave heights GTE eight (8) feet; and areas where small craft should exercise caution.

- c. Caribbean FA. The Caribbean FA (FACA) covers the following area: the Atlantic south of 32N and W of 57W, the Caribbean, the Gulf of Mexico and adjacent coast north of 23 N, and Florida from surface to FL240 (400 HPa). The clouds/weather forecast section is provided by portions of the area as follows: Southern LA, MS, AL and Coastal Waters; Gulf of Mexico - Houston (HOU) and Gulf of Mexico - MIA FIRs; Florida and Coastal Waters; Atlantic Southwestern NY FIR; Atlantic MIA FIR; San Juan FIR; Western Piarco FIR; Santo Domingo, Port au Prince and Habana FIRs; Northern Maiquetia, Curacao and Northern Barranquilla FIRs; Kingston and Northern Central America FIRs; Northern Merida FIR: and Eastern Monterrey FIR.

The FACA is produced four times daily at 0330, 0930, 1530, and 2130 UTC. It provides an overview of weather conditions which could impact aviation operations over the Gulf of Mexico and adjacent land masses; the Caribbean Sea and adjacent land masses and islands; and the southwestern portions of the New York Oceanic FIR. In this form, it serves as a flight planning and weather briefing aid and includes AIRMET criteria for turbulence and icing for general aviation pilots, and civil and military aviation operations. Each bulletin has a 12 hour forecast with a 12 hour outlook. It includes a synopsis, Cloud/Weather flight precautions AOB 24,000 feet for moderate or greater turbulence and moderate or greater icing, and a forecast of significant clouds and weather, with conditions reported as VFR, MVFR, or IFR.

- d. Alaska. The Alaskan FAs are produced four (4) times daily at 0245, 0845, 1445, and 2045 UTC during standard time and 0145, 0745, 1345, and 1945 UTC during daylight time. FAs contain a short synopsis for the entire area; and a forecast for each of a specified number of aviation zones. The valid period of the synopsis and flight precautions section will be 12 hours. The outlook section will be for eighteen (18) hours beyond the forecast valid period.

The zone forecasts contain sections on Clouds and Weather, Turbulence, and Icing and Freezing Levels. The Clouds and Weather section includes:

- (1) SIGMETs for Thunderstorms and Volcanic Ash.
- (2) AIRMETs for IFR ceiling and visibility, mountain Obscuration, and strong surface winds.
- (3) Bases and tops of significant cloud layers.
- (4) Visibilities of six (6) miles or less and restricting phenomena.
- (5) Precipitation and thunderstorms.
- (6) Surface winds of 20 KTS or greater.
- (7) Outlook using categorical terms (i.e., VFR CIG, MVFR BR, IFR SN WND).
- (8) Mountain pass conditions using categorical terms (for selected zones only).

The Turbulence section includes:

- (1) SIGMETs for Turbulence
- (2) AIRMETs for Turbulence and/or Low Level Wind Shear (LLWS).
- (3) Forecast of significant turbulence not meeting SIGMET or AIRMET criteria or that is forecast for the period 6 to 12 hours after issuance.
- (4) If no significant turbulence is forecast, NIL SIG will be entered.

Icing section includes:

- (1) SIGMETs for Icing.
- (2) AIRMETs for Icing and freezing precipitation.
- (3) Forecast of significant icing not meeting SIGMET or AIRMET criteria or which is forecast for the period 6 to 12 hours after issuance.
- (4) Freezing Level.
- (5) If no significant icing is forecast, NIL SIG will be entered followed by the freezing level.

- e. Hawaii. FAs are produced four times daily at 0340, 0940, 1540, and 2140 UTC. The synopsis will be valid for 18 hours, with the VFR Clouds/Weather valid for the first 12 hours and the outlook will be valid for the last six (6) hours of the 18-hour period.

5.2 FA Amendments. If any phenomena or conditions depicted in FAs improve and are no longer expected to affect low-level flights (including VFR), and the new conditions will exceed half the period between regular issuances, a FA AMD message should be sent indicating which conditions have improved. An amended FA will contain AAA after the date/time group on the WMO line for the first amendment, AAB for the second, and continuing for all subsequent amendments. Then add AMD after the date/time group on the FAA product line. Further,

because FAs can be lengthy, section 4.f describes how to make identification of amendments easier for the user.

5.3 FA Corrections. FAs containing errors will be corrected. To do this, add CCA after the date/time group on the WMO line for the first correction, CCB for the second, and continuing for all subsequent corrections. Then add COR after the date/time group on the FAA product line. The first time indicated is the issuance time, with the ending valid time unchanged. Further, because FAs can be lengthy, section 4.f describes how to make identification of corrections easier for the user.

NOTE: Amendments and corrections will carry the CURRENT time of the FA being corrected. The FAA uses a time matching system of replacing products and unless the product has time different than the previous issuance, it will not store.

5.4 Routine Delayed (RTD) FAs. For FAs delayed in transmission, add RRA after the date/time group on the WMO line for the first RTD, RRB for the second, and continuing for all subsequent RTDs. Then add RTD after the date/time group on the FAA product line. The first time indicated is the issuance time, with the ending valid time unchanged.

6. SIGMETs. SIGMETs are a brief description of occurrence and/or expected occurrence of specified en-route weather phenomena which may affect the safety of all aircraft operations. They must be issued by the responsible MWO as soon as practical to ensure potentially affected aircraft can take necessary avoidance or precautionary actions.

6.1 SIGMET Criteria. SIGMETs will be issued when any of the following is occurring, or expected to occur, affecting an area approximately one (1) latitude degree squared, (about 3000 square miles), or an area deemed to have a significant effect on the safety of aircraft operations.

- | | | |
|----|-------------------------------|----------------|
| a. | Thunderstorm - of type below* | |
| | (1) Obscured | OBSC TS |
| | (2) Embedded | EMBD TS |
| | (3) Widespread | WDSPR TS |
| | (4) Squall line | SQL TS |
| | (5) Isolated severe | ISOL SEV TS |
| b. | Severe Turbulence | SEV TURB |
| c. | Severe Icing | SEV ICE |
| | (1) With freezing rain | SEV ICE (FZRA) |

- | | | |
|----|----------------------|----------|
| d. | Widespread Duststorm | WDSPR DS |
| e. | Widespread Sandstorm | WDSPR SS |
| f. | Volcanic Ash | VA |
| g. | Tropical Cyclone | TC |

NOTE: Obscured, embedded, or squall line thunderstorms, or mountain wave do not have to reach 3000 square miles.

* Tornado (TDO), Funnel Cloud (FC), Waterspout (WTSPT), and Heavy Hail (HVYGR) may be used as a further description of the thunderstorm as necessary.

6.2 SIGMET for Volcanic Ash. A SIGMET for volcanic ash will be issued when either a volcanic eruption or volcanic ash occur. It will be issued for all volcanic eruptions, regardless of the eruption's magnitude. Volcanic ash SIGMETs will continue to be issued until the ash cloud is no longer a threat to aviation. The forecast position information for the volcanic ash cloud should be based on advisories provided by a Volcanic Ash Advisory Center (VAAC).

6.3 SIGMET for Tropical Cyclone. A SIGMET for a tropical cyclone will be issued for non-frontal synoptic-scale cyclones meeting the following criteria:

- a. Originate over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation.
- b. Wind speeds reach 35 knots, independent of the wind averaging time used by the Tropical Cyclone Advisory Center (TCAC).

MWOs preparing SIGMETs for tropical cyclones will use the FK bulletins issued by the appropriate TCAC (Miami, Honolulu, or Tokyo) for specific forecast and outlook information. An example is provided in section 10.

6.4 Convective SIGMET over CONUS. Convective SIGMETs (WST) are issued over the CONUS instead of SIGMETs for convection. They are prepared as bulletins (collections of one or more products) issued for thunderstorms and related phenomena.

6.4.1 WST Criteria. A WST will be issued when the following occurs and/or is forecast to occur:

- a. Severe thunderstorm and embedded thunderstorm occurring for more than 30 minutes of the valid period regardless of the size of the area.
- b. A line of thunderstorms.
- c. An area of active thunderstorms affecting at least 3,000 square miles.

6.4.2 Special WST. A special WST will be issued when either of the following criteria are met and/or forecast to be met for more than 30 minutes of the scheduled WST's valid period:

- a. Tornado, hail GTE 3/4 inch, or wind gusts GTE 50 knots is reported or indicated when the previous WST did not mention severe thunderstorms.
- b. Indications of rapidly changing conditions, if in the forecaster's judgement, they are not sufficiently described in existing SIGMETs.

6.4.3 WST Bulletins. Three (3) WST bulletins, describing conditions in the eastern, central and western regions of the CONUS, respectively, will be issued hourly. Special WSTs will be issued as required. Each WST bulletin will be made up of one or more individually numbered WSTs for conditions within the region and are valid for up to two (2) hours (or until superseded by the next hourly issuance).

6.4.4 Bulletins for No Activity Meeting WST Criteria. Since the WST bulletin is a scheduled product, a message must be transmitted each hour. If there are no conditions within a region meeting the criteria at the scheduled time of issuance a "CONVECTIVE SIGMET...NONE" message is transmitted.

6.5 SIGMET Headers. Except for the CONUS, the AWC provides SIGMETs for all phenomena listed in sections 6a through f, using the WMO SIGMET header WS. Over the CONUS, SIGMETs providing information on convection are issued as WST. The AAWU will issue SIGMETs for all phenomena listed in sections 6a through f under the WMO Header designation WS. MWOs in Hawaii and Guam will issue SIGMETs for all phenomena with the exception of volcanic ash and tropical cyclones under the WS designation. SIGMETs for volcanic ash will be issued under WMO Header designator WV and SIGMETs for tropical cyclones under the designator WC.

6.6 SIGMET Valid Period. SIGMETs (other than WSTs) for phenomena listed in section 6a through e will have a valid period not to exceed four (4) hours. These SIGMETs may be issued up to four (4) hours before the initial valid time. SIGMETs for continuing phenomena will be reissued at least every four (4) hours as long as SIGMET criteria is met.

6.6.1 SIGMETs for Volcanic Ash and Tropical Cyclones. SIGMETs for volcanic ash or tropical cyclones will be valid up to six (6) hours, with an outlook of up to twelve (12) hours beyond the valid period. They will be reissued at least every six (6) hours while the volcanic ash or tropical cyclone exists or is forecast to exist. SIGMET messages for volcanic ash or tropical cyclones expected to affect an FIR should be issued up to 12 hours before the start of the valid period, or as soon as practicable if such advance warning of the existence of these phenomena is not available.

6.7 SIGMET Information. SIGMETs will not contain unnecessary descriptive material. SIGMET information about thunderstorms or tropical cyclones will not include references to associated turbulence and icing.

6.8 SIGMET Cancellation. SIGMETs will be canceled when the phenomena is no longer occurring or expected to occur in the area. WSTs are not cancelled, but are allowed to expire since the individual advisories are part of a bulletin.

6.9 SIGMET Amendments. Updates to SIGMETs will be issued as necessary. This is done by issuing a new SIGMET in the series. The first sentence after the valid time and location will identify the SIGMET that is being replaced. An example of this leading statement is: "REPLACES SIGMET VICTOR 1". Further, because SIGMETs can be lengthy, section 4.f describes how to make identification of amendments easier for the user.

6.10 SIGMET Corrections. SIGMETs containing errors will be corrected. To do this, add CCA after the date/time group on the WMO line for the first correction, CCB for the second, and continuing for all subsequent corrections. Then add COR after the date/time group on the FAA product line. The first time indicated is the issuance time, with the ending valid time unchanged. Further, because SIGMETs can be lengthy, section 4.f describes how to make identification of corrections easier for the user.

NOTE: Amendments and corrections will carry the CURRENT time of the SIGMET being corrected/amended. The FAA uses a time matching system of replacing products and unless the product has time different than the previous issuance, it will not store.

6.11 RTD SIGMETs. For SIGMETs delayed in transmission, add RRA after the date/time group on the WMO line for the first correction, RRB for the second, and continuing for all subsequent RTDs. Then add RTD after the date/time group on the FAA product line. The first time indicated is the issuance time and the ending valid time is unchanged.

6.12 Phenomena Information. A SIGMET will contain the following information, related to the specific phenomena and in the order indicated:

- a. Phenomena and its description from section 6; e.g., SEV TURB.
- b. An indication whether the information is observed, using OBS or FCST. The time of observation will be given in UTC.
- c. Location (referring, where possible, to latitude and longitude and/or locations or geographic features which are well known internationally) and flight level (altitude).
- d. Movement towards or expected movement using sixteen points of the compass, with speed in knots, or stationary, if appropriate.
- e. Thunderstorm maximum height as FL.
- f. Changes in intensity; using as appropriate, the abbreviations Intensifying (INTSF), Weakening (WKN), or No Change (NC).

- g. On the last line, include an outlook beyond the valid period for forecast trajectory of a volcanic ash cloud or tropical cyclone.

6.13 Interchange of SIGMETs between MWOs. When hazardous weather covered by a SIGMET moves from one MWO's area of responsibility (AOR) to an adjacent MWO's AOR (such as a line or area of thunderstorms), the originating MWO will cancel its SIGMET and the adjacent MWO will issue a new SIGMET under a new SIGMET series identifier. The cancelled SIGMET will include information identifying the new SIGMET series. See the example on page 19.

6.14 Continuous SIGMET Criteria Across Two MWO's Adjacent Boundaries. When an area of continuous hazardous weather meeting SIGMET criteria extends from one MWO's AOR into another adjacent MWO's area (such as a line or area of thunderstorms), the two MWOs will coordinate and determine whether to issue two separate SIGMETs or have one MWO issue a single SIGMET for the hazardous weather in both areas.

7. AIRMET. AIRMETs are a concise description - in abbreviated language - of the development and occurrence or expected occurrence in time and space of specified en-route weather phenomena. The intensities are lower than those which trigger SIGMETs, even though the phenomena can still affect the safety of aircraft operations. AIRMETs are intended for dissemination to all pilots in flight to enhance safety, and are of particular concern to operators and pilots of aircraft sensitive to the phenomena described and to pilots without instrument ratings. Freezing level information is also included.

7.1 AIRMET Criteria. An AIRMET will be issued when any of the following weather phenomena occur and affect an area of at least 3,000 square miles:

- | | | |
|----|--|--|
| a. | Sustained surface wind greater than 30 knots | STG SFC WND |
| b. | Ceiling LT 1000 feet and/or visibility LT 3SM plus weather phenomena causing the reduction to visibility | IFR, CIG BLW 010
IFR, VIS BLW 3 SM BR |
| c. | Widespread mountain obscurement | MT OBSC |
| d. | Moderate turbulence | MOD TURB |
| e. | Moderate icing | MOD ICE |
| f. | Nonconvective LLWS potential below 2,000 ft | LLWS POTENTIAL |

7.2 AIRMET Bulletins. AIRMETs are issued in AIRMET bulletins, each containing one or more AIRMET messages. The bulletins will be issued on a scheduled basis every 6 hours and, except in Alaska, beginning at 0200 UTC. In Alaska, AIRMET bulletins are issued every six hours at the same time as the FA. An AIRMET bulletin is issued for each forecast area and will not contain unnecessary descriptive material.

7.3 SIGMET Information in AIRMET Bulletin. A reference to the appropriate SIGMET series is included in AIRMET bulletins which cover the affected area for similar phenomena; for example, “SEE SIGMET BRAVO SERIES FOR SEV TURB AREA”.

7.4 Time of Issuance. AIRMETs may be issued for conditions expected to develop within the six (6) hour valid time of the current AIRMET Bulletin.

7.5 Valid Period. An AIRMET’s valid period may not exceed the AIRMET bulletin’s valid time.

7.6 AIRMET Updates and Amendments. Unscheduled updates to AIRMET bulletins are issued as necessary. If an AIRMET is amended, it will contain AAA on the WMO line for the first amendment, AAB for the second, and continuing for all subsequent amendments. Then add AMD after the date/time group on the FAA product line. Further, because AIRMETs can be lengthy, section 4.f describes how to make identification of amendments easier for the user.

7.7 AIRMET Corrections. AIRMETs containing errors will be corrected. To do this, add CCA after the date/time group on the WMO line for the first correction, CCB for the second, and continuing for all subsequent corrections. Then add COR after the date/time group on the FAA product line. The first time indicated is the issuance time, with the ending valid time unchanged. Further, because AIRMETs can be lengthy, section 4.f describes how to make identification of corrections easier for the user.

NOTE: Amendments and corrections will carry the CURRENT time of the AIRMET being corrected. The FAA uses a time matching system of replacing products and unless the product has time different than the previous issuance, it will not store.

7.8 RTD AIRMETs. For AIRMETs delayed in transmission, add RRA after the date/time group on the WMO line for the first correction, RRB for the second, and continuing for all subsequent RTDs. Then add RTD after the date/time group on the FAA product line. The first time indicated is the issuance time, with the ending valid time unchanged.

7.9 Phenomena Information. An AIRMET message will contain the following information as necessary and in the order indicated relating to the phenomena which caused the AIRMET to be issued:

- a. Location (using locations or geographic features well known nationally if possible).
- b. Phenomena and its description from section 7.1; e.g., MOD TURB.
- c. If appropriate, level (Altitude), or vertical extent.
- d. If appropriate, movement or expected movement with reference to eight points of the compass, given in knots, or stationary.

- e. If appropriate, cause of phenomena. If cause is due to a tropical cyclone it should be referenced; for example DUE TO TC (HURCN) name.
- f. Expected beginning and ending time of phenomena, if different from the AIRMET bulletin's valid time.
- g. Remarks.
- h. Changes in intensity; using as appropriate, the abbreviations INTSF (DTRT for IFR and MT OBSC AIRMETS) , WKN (IMPR for IFR and MT OBSC AIRMETS), or NC.

7.10 AIRMET Remarks. The continuance or change of existing conditions which are expected to continue after the valid time of the AIRMET will be included in remarks.

7.11 AIRMET Outlook (Except Alaska). If AIRMET conditions are expected to develop after the ending valid time of the AIRMET bulletin, that information will be included in an outlook section.

7.12 AIRMET Outlook (Alaska Only). If AIRMET conditions are expected to develop after the ending valid time of the AIRMET bulletin, that information will be included in the appropriate FA zone.

7.13 AIRMET Dissemination. AIRMET bulletin messages should be disseminated to MWOs, WAFCs, Regional Area Forecast Centers (RAFC) as appropriate, and other meteorological offices, in accordance with regional air navigation agreements.

8. Volcanic Ash Advisory (VAA). VAACs issue VAAs when airborne volcanic ash is observed or reported which may affect the atmosphere in the VAAC's AOR. The VAA is intended as guidance to support MWOs in meeting their responsibility to issue the volcanic ash SIGMET. The VAA also may be issued as a watch for an imminent eruption expected to produce airborne ash.

8.1 VAA Responsibility. The U.S. has two VAACs with responsibilities defined in ICAO Annex 3. The Washington VAAC is jointly managed by the National Environmental Satellite Data and Information Service (NESDIS) Satellite Analysis Branch (SAB) and the NWS National Centers for Environmental Prediction (NCEP) Central Operations (NCO) . The Anchorage VAAC is managed by the AAWU. The areas of responsibility for each VAAC are:

- a. Washington VAAC
 - (1) FIRs in CONUS and adjacent coastal waters.
 - (2) The Oakland Oceanic FIR over the Pacific Ocean.

- (3) The New York FIR over the western Atlantic Ocean.
 - (4) FIRs over and adjacent to the Caribbean, and Central and South America north of 10 degrees south latitude.
- b. Anchorage VAAC
- (1) The Anchorage FIR
 - (2) Russian FIRs north of 60 degrees north latitude and east of 150 degrees east longitude.

8.2 VAA Issuance and Update Times. The VAA is issued as soon as possible after credible information is received on the presence of airborne volcanic ash in the VAAC's AOR, or when responsibility for an existing VAA is transferred between VAACs. The VAA contains information on an ash cloud up to 18 hours. It may be issued any time to account for changing or new information. Any necessary updates are issued at a minimum of every 6 hours.

8.3 VAA Content. The VAA will follow international recommendations contained in ICAO Annex 3, chapter 3.6.2 (an example is in section 10) and will contain the name of the erupting volcano and number, if known; its location (latitude and longitude) and summit height (in meters or feet); the information source; the volcano aviation color code if applicable; eruption details; the date and time of the observed ash; information about the observed ash cloud; the forecast area and height of the ash cloud at 6, 12, and 18 hours after the issuance of the VAA; any pertinent remarks on the eruption/ash event; and the next VAA issuance time.

A VAA watch is not an official WMO/ICAO product. However, if it is issued, it will contain all information **except** for the eruption details, and observed and forecast ash clouds. Information on the direction the ash likely will spread in the event of an eruption will be included in remarks. In Alaska, a VAA watch is issued for a non-erupting seismically monitored volcano in color code orange or red. A one-time VAA Watch is issued when a monitored Alaska volcano goes from color code green to yellow.

8.4 VAA Cancellation. The VAA will be canceled when it is determined airborne volcanic ash is no longer a threat to aircraft or has moved out of the VAAC's AOR.

8.5 Interchange of VAAs among Volcanic Ash Advisory Centers (VAAC). When an ash cloud is forecast to move from one VAAC's AOR into another VAAC's AOR, the two VAACs will coordinate by telephone or telephone fax on handoff procedures. The VAAC passing off responsibility will include in remarks of its last VAA the name of the VAAC assuming responsibility for issuing subsequent VAAs for the event, the new WMO header, and the date/time of next expected issuance. The accepting VAAC will include in remarks the name of the VAAC from which it is accepting responsibility and the WMO header of the current VAA it will be updating. Generally, only one (1) VAAC will issue VAAs for a particular ash event. If the ash area affects more than one VAAC AOR, the VAAC issuing the VAA will include the

entire ash area in the advisory. In the rare situation of large or persistent ash emissions, adjacent responsible VAACs, upon coordination, may agree to divide operational responsibilities.

8.6 VAA Dissemination. VAAs will be disseminated to MWOs, Area (Traffic) Control Centers, WAFCs, relevant RAFCs, international operational meteorological data banks, and other government and commercial meteorological offices, in accordance with regional air navigation agreements.

9. International Aviation Route Forecasts (ROFOR). International ROFORs are prepared for and issued several hours in advance of regularly scheduled flights. The only NWS office which routinely issues ROFORs is Weather Forecast Office (WFO) Honolulu due to its designation as an ICAO MWO.

9.1 ROFOR Criteria. WFO Honolulu will honor all ROFOR requests for flights within the Pacific Region beginning or ending in, or having most of the flight path within its AOR, which is the Oakland Oceanic FIR south of 30N, between 140W and 160E. WFO Guam, which is also designated as an ICAO MWO, does not routinely issue ROFORs but will honor requests for them for flights within their AOR, which is the Oakland Oceanic FIR south of 30N and west of 160E. Requests for ROFORs not in these two AORs will be referred to the MWO whose AOR encompasses the route.

9.2 Issuance Time. ROFORs are issued for prescribed times, several hours in advance, for regularly scheduled flights. ROFOR requests for unscheduled flights will be prepared as soon as time allows.

9.3 ROFOR Amendments. ROFORs are not amended.

9.4 ROFOR Corrections. ROFOR corrections will be issued as soon as possible when erroneous data has been transmitted.

9.5 ROFOR Content. ROFORs contain some or all of the following forecast parameters:

- a. Winds and temperatures aloft
- b. Significant en-route weather
- c. Zone weather
- d. Weather Synopsis.

At a minimum, ROFORs include a. and b. above. They may contain data for multiple altitudes and include TAFs for destination points and/or alternates.

10. Examples.

- a. **SIGMETS**

WSNT03 KPCI 081451

SIGA0C

KZNY SIGMET CHARLIE 11 VALID 081500/082100 KPCI-
NEW YORK OCEANIC FIR

TC KYLE 1006HPA NEAR N3106 W07118 AT 081500 UTC. MOV SSW 5KT. FRQ TS WI 80
NM OF N3100 W07015. TOPS TO FL 500. MOV SSW 5KT. NC. BASED ON SATELLITE
OBS AND LATEST ADVISORY. OTLK POSITION...TC CENTER AT 090000 UTC...N3018
W07142...AT 091200 UTC...N2918 W07224.

WSUS1 KBOS 050600

WS1R

BOSR WS 050600

SIGMET ROMEO 2 VALID UNTIL 051000

ME NH VT

FROM CAR TO YSJ TO CON TO MPV TO CAR

OCNL SEV TURB BLW 080 EXP DUE TO STG NWLY FLOW. CONDS CONTG BYD
1000Z.

WSPA31 PHFO 010358

SIGPS1

KZOA SIGMET TANGO 1 VALID 010400/010800 PHFO-
OAKLAND OCEANIC FIR

ACT TS OBS BY SATELLITE WITHIN 100 NM EITHER SIDE OF LINE

N3006 W14012 - N2012 W15016. CB TO TOPS FL400. MOV W 10 KT. WKN.

WSPQ32 PGUM 081706

SIGPQ2

KZOA SIGMET OSCAR 4 VALID 081710/082110 PGUM-
OAKLAND OCEANIC FIR.

AMENDS SIGMET OSCAR 3. EMBD TS OBS BY SAT 50 NM EITHER SIDE OF A LINE
FM N08 E160 - N10 E162 - N12 E161. MAX TOPS FL520. STNR. WKN.

WSPN04 KPCI 081529

SIGPOB

KZOA SIGMET BRAVO 2 VALID 081530/081930 KPCI-
OAKLAND OCEANIC FIR

FRQ TS WI 60 NM EITHER SIDE OF LINE N3935 W16920 - N3415 W17050 - N3010
W17325. TOPS TO FL470. MOV NNE 10KT. NC. BASED ON SATELLITE AND
LIGHTNING OBS.

WSUS40 KMKC 101646

WSTE

MKCC WST 251655

CONVECTIVE SIGMET 54C

VALID UNTIL 1855Z

WI IL
FROM 30E MSN-40ESE DBQ
DMSHG LINE TS 15 NM WIDE MOV FROM 30025KT. TOPS TO FL450. WIND GUSTS TO
50 KT POSS.

CONVECTIVE SIGMET 55C
VALID UNTIL 1855Z
TX OK NM
FROM 70SE TBE-60NW AMA-40NW TCC-30ESE CIM-70SE TBE
AREA SEV TS MOV FROM 33025KT. TOPS TO FL400.
HAIL TO 2 IN...WIND GUSTS TO 70KT POSS.

OUTLOOK VALID 151855-252255
FROM 60NW ISN-INL-TVC-SBN-BRL-FSD-BIL-60NW ISN
WST ISSUANCES EXPD. REFER TO MOST RECENT ACUS01 KWNS FROM STORM
PREDICTION CENTER FOR SYNOPSIS AND METEOROLOGICAL DETAILS.

For transfer of SIGMET from one MWO to another:

From the MWO handing off the SIGMET:

WSPA32 PHFO 020450
SIGPS2
KZOA SIGMET TANGO 2 IS CNL WIE. REPLACED BY SIGMET BRAVO 1
ISSUED BY KKCI.

From the MWO assuming responsibility of the SIGMET:

WSPN04 KKCI 020450
SIGP0B
KZOA SIGMET BRAVO 1 VALID 020450/020850 KKCI-
OAKLAND OCEANIC FIR FRQ TS WI AREA BOUNDED BY N0925 W14025
N1245 W14025 - N1340 W13245 - N0835 W13350. TOPS TO FL450. MOV
ENE 10KT. INTSF. BASED ON SAT AND LTG OBS. REPLACES SIGMET
TANGO 2 CNL BY PHFO.

For Volcanic Ash:

WSPN01 PANC 190530
.
ANCE UWS 190530
PAZA SIGMET INDIA 1 VALID 190530/190930 PANC-
SATELLITE IMAGERY SHOWS DEVELOPING VA FROM ANOTHER POSSIBLE
ERUPTION OF CHIKURACHKI VOLCANO AT 0500 UTC IN THE NORTHERN KURIL
ISLANDS. HEIGHT IS ESTIMATED AT FL300 MOVEMENT IS E AT 75KTS.

FURTHER UPDATES TO FOLLOW ASAP.

FCSTR APRIL 2003 AAWU

WSPN01 PANC 190930

ANCI UWS 190930

PAZA SIGMET INDIA 2 VALID 190930-191330Z PANC-

AT 0830 UTC SATELLITE IMAGERY SHOWED THE PLUME FROM THE 0500 UTC ERUPTION OF CHIKURACHKI VOLCANO IN THE NORTHERN KURIL ISLANDS BECOMING VERY DIFFUSE IN AN APPROXIMATELY 60 NM WIDE BAND FROM N48/E167 AND EXTENDING SE FOR 250 NM. HEIGHT IS ESTIMATED AT FL300. MOVEMENT IS E AT 90 KTS. THE PLUME IS MOVING SE OF ALASKA AIRSPACE INTO THE WASHINGTON VAAC AREA OF RESPONSIBILITY. SEE WASHINGTON VAAC VOLCANIC ASH SIGMETS AND ADVISORIES FOR FURTHER FORECASTS.

RB APRIL 2003

(1) Corrected SIGMET

WSUS40 KMKC 101656 CCA

WSTE

MKCE WST 101656 COR

CONVECTIVE SIGMET 16E

VALID UNTIL 1855Z

SC FL GA AND COASTAL WATERS

FM 30ENE SAV-60ESE SAV-40ESE CRG-40W OMN-40ENE AMG-30ENE SAV

AREA TS MOV FM 10020KT. TOPS ABV FL450.

TS ASSOCIATED WITH TD KYLE.

OUTLOOK VALID 101855-102255

FM ECG-140E PBI-VRB-160W PIE-LGC-CAE-ECG

OCNL WST ISSUANCES EXPECTED. REFER TO MOST RECENT ACUS01 KWNS FM STORM PREDICTION CENTER FOR SYNOPSIS AND METEOROLOGICAL DETAILS.

ALSO REFER TO MOST RECENT WTNT32 KNHC FM TROPICAL PREDICTION CENTER FOR DETAILS ON TROPICAL DEPRESSION KYLE.

...COR FOR DISTANCE ON POINTS...

b. AIRMETS

SLCT WA 121345

AIRMET TANGO UPDT 2 FOR TURB VALID UNTIL 122000 .

AIRMET TURB...NV UT CO AZ NM

FROM LKV TO CHE TO ELP TO 60S TUS TO YUM TO EED TO RNO TO LKV

OCNL MOD TURB BLW FL180 DUE TO MOD SWLY/WLY WND. CONDS CONTG BYD 20Z THRU 02Z.

.
AIRMET TURB...NV WA OR CA AND CSTL WTRS
FROM BLI TO REO TO BTY TO DAG TO SBA TO 120W FOT TO 120W TOU TO BLI
OCNL MOD TURB BTWN FL180 AND FL400 DUE TO WND SHR ASSOCD WITH JTSTR.
CONDS CONTG BYD 20Z THRU 02Z.

....

WAHW31 PHFO 080945
WA0HI

HNLS WA 081000
AIRMET SIERRA UPDATE 1 FOR IFR VALID UNTIL 081600.

.
NO SIGNIFICANT IFR EXP.

HNLT WA 081000
AIRMET TANGO UPDATE 1 FOR TURB VALID UNTIL 081600

.
AIRMET TURB...HI
OVER AND IMT S THRU W OF MT OF ALL ISLANDS.
TEMPO MOD TURB BLW 060. COND CONT BEYOND 1600Z.

HNLZ WA 081000
AIRMET ZULU UPDATE 1 FOR ICE AND FZLVL VALID UNTIL 081600

.
NO SIGNIFICANT ICE EXP.

.
FZLVL...140.

(1) Corrected AIRMET

WAUS1 KSLC 221955 CCA
WA5Z

.
SLCZ WA 222000 COR
AIRMET ZULU UPDATE 3 FOR ICE AND FZ LVL VALID UNTIL 230200

.
AIRMET ICE...ID MT WY CO...UPDT
FROM GTF TO 80NW RAP TO BFF TO GLD TO DEN TO OCS TO TWF TO BOI TO GTF
OCNL MOD RIME OR MXD ICGICIP ABV FZ LVL TO FL200. FZ LVLS SFC-080 OVR
MOST OF AREA RSG TO 080-100 OVR SWRN PORTIONS AREA. CONDS
DVLPG/SPRDG SLOLY SWD DURG PD...CONT BEYOND 02Z THRU 08Z.

.
ELSW...NO SGNFT ICE EXP OUTSIDE OF CNVTV ACT.

.
FZ LVL...SFC-080...N OF 90SSE GEG-DBS-OCS-CYS LN
...080-120...S OF 90SSE GEG-DBS-OCS-CYS LN
...UPDT TO ADD CO TO STATES LINE...
.

c. FAs.

(1) CONUS

FAUS5 KDFW 030953
FA4W
DFWC FA 030945
SYNOPSIS AND VFR CLDS/WX
SYNOPSIS VALID UNTIL 040400
CLDS/WX VALID UNTIL 032200...OTLK VALID 032200-040400
OK TX AR TN LA MS AL AND COASTAL WATERS

.
SEE AIRMET SIERRA FOR IFR COND AND MT OBSC.
TS IMPLY SEV OR GREATER TURB SEV ICE LLWS AND IFR COND.
NON MSL HGT DENOTED BY AGL OR CIG.
.

.
SYNOPSIS...HRCN LILI MOV ONSHORE OVER CENTRAL LA COASTLINE. SEE
LATEST ADVISORY FM NHC. QUASI-STNR FRONTAL SYSTEM EXTENDS FM N OH
AND CENTRAL IN ACROSS S IL..SW MO..SW OK INTO SE CORNER OF NM. BY
04Z...COLD FRONT WILL EXTEND FM A LOW OVER SE NE ACROSS CENTRAL KS
AND W OK INTO BIG BEND AREA OF SW TX.
.

.
OK
PANHANDLE/W OK...CIG OVC010. CLDS LYR TO FL240. OVC CI.
VIS 3-5SM BR. BECMG 1618 CIG OVC015-025.
WIDELY SCT -SHRA/ISOL EMBD -TSRA. CB TOPS FL350.
OTLK...MVFR CIG TSRA BR.
ERN OK...AGL SCT-BKN015-025. TOPS 030-050. VIS 3-5SM BR. BECMG
1417 AGL SCT030-050. OTLK...VFR.
.

.
NW TX
CIG010. CLDS LYR TO FL240. OVC CI. VIS 3-5SM BR.
BECMG 1618 CIG OVC015-025. WIDELY SCT -SHRA/ISOL EMBD -TSRA. CB TOPS
FL350. OTLK...MVFR CIG TSRA BR.
.

.
SW TX
AGL SCT040-060. OTLK...VFR.
.

.
CENTRAL TX

CIG BKN015-025. TOPS 030-050. VIS 3-5SM BR. BECMG 1417 AGL SCT030-050.
OTLK...VFR.

.
E TX

SKC. OCNL SCT CI. BECMG 1316 AGL SCT030-050. OTLK...VFR.

.
AR

AGL SCT030-050. SCT-BKN100. TOPS FL200. BKN CI. OTLK...MVFR CIG TSRA BR.

.
LA

N LA...AGL SCT-BKN030-050. BKN100. TOPS FL240. BKN CI. ISOL -SHRA. BECMG 1618
CIG BKN030-050. WIDELY SCT TSRA/SHRA DEVELOPING. CB TOPS FL400.
OTLK...MVFR CIG TSRA WIND.

S LA...CIG OVC010-020. CLDS LYR TO FL280. OVC CI. OCNL RA/+RA...SCT
+TSRA...POSS SEV. CB TOPS FL450. WND 14030G50KT.

E SECTIONS...WIND 30025G40KT. WIND DIMINISHING TO 20G30KT 19-22Z.
OTLK...MVFR CIG SHRA WIND.

.
TN

BKN CI. OCNL VIS 3-5SM BR TIL 14Z. OTLK...VFR.

.
MS AL

N AND CENTRAL MS-AL/SE AL...SCT-BKN100. BKN150. TOPS FL280.

BKN CI. BECMG 1618 AGL SCT-BKN050. BKN100. OVC150. OTLK...MVFR CIG TSRA.

S MS/SW AL...AGL SCT-BKN050. BKN100. OVC150. TOPS FL280. BKN CI. BECMG 1316
CIG OVC015-025. OCNL RA/SCT EMBD TSRA. CB TOPS FL410. OTLK...MVFR CIG
TSRA.

.
COASTAL WATERS

W COASTAL WATERS...AGL SCT030-050. SCT CI. OTLK...VFR.

CENTRAL AND E COASTAL WATERS...CIG OVC010-020. CLDS LYR TO FL280.
OVC CI. OCNL RA/+RA. SCT +TSRA. POSS SEV. CB TOPS FL450.

WIND 14030G60KT ERN SECTIONS...WIND 300025G60KT W SECTIONS. WIND
DIMINISHING TO 20G40KT 19-22Z.

OTLK...MVFR CIG SHRA WIND.

(2) Gulf of Mexico

FAGX20 KKCI 091812

OFAGX

FCST...091900Z-100700Z

OTLK...100700Z-101900Z

AMDTS NOT AVBL 0200Z-1100Z

.
INTERNATIONAL OPERATIONS BRANCH

AVIATION WEATHER CENTER KANSAS CITY MISSOURI

.
GULF OF MEXICO OFFSHORE WATERS N OF N27 W OF W85...COASTAL PLAINS
COASTAL WATER AAF-BRO...HGTS MSL UNLESS NOTED.
TS IMPLY POSS SEV OR GREATER TURB...SEV ICE...LLWS AND STRONG SFC
WND...HIGH WAVES...CIGS BLW 010. AND VIS BLW 3 SM.

.
01 SYNOPSIS...STNR FRONT ALONG N GULFMEX COAST...TSRA/SHRA VCY BDRY
THRU PERIOD.

.
02 FLIGHT PRECAUTIONS...
TSRA...COASTAL PLAINS..COASTAL WATERS...OFFSHORE WATERS.
IFR...COASTAL PLAINS...BRO-LEV..MSY-AAF.
LIFR..COASTAL PLAINS...SJI-AAF.

.
03 MARINE PRECAUTIONS...
NONE.

.
04 SIGNIFICANT CLD/WX...
COASTAL PLAINS...
BRO-BPT..BKN-OVC010-020. VIS 3-5SM BR. SCT SHRA/TSRA. OCNL VIS 1SM TSRA
BR.
OTLK...IFR CIG VIS SHRA TSRA BR.
BPT-LEV...OVC010-020. VIS 3-5SM BR. SCT SHRA/TSRA. OCNL VIS 1SM
TSRA BR. OTLK...IFR CIG VIS SHRA TSRA BR.
LEV-MSY...BKN015-030. WIDELY SCT SHRA/TSRA. OTLK...IFR CIG VIS SHRA TSRA
BR.
MSY-MOB...BKN015-030. SCT SHRA/TSRA. WIDELY SCT SHRA/TSRA SE PORTION.
OTLK...IFR
CIG VIS SHRA TSRA BR.
MOB-SJI...SCT-BKN030 BKN100. ISOL SHRA. OTLK...MVFR CIG SHRA TSRA.
SJI-AAF...SCT-BKN025. WIDELY SCT TSRA/SHRA. AFT 03Z..OCNL BKN-OVC004 TOPS
015 VIS 2SM BR. OTLK...MVFR CIG BR BECMG IFR CIG VIS BR AFT 08Z.

.
COASTAL WATERS...
BRO-BPT...BKN-OVC015-030. SCT SHRA/TSRA. OTLK...IFR CIG VIS SHRA TSRA BR.
BPT-LEV...BKN015-030. SCT SHRA TSRA. OTLK...IFR CIG SHRA TSRA.
LEV-SJI...SCT030. .ISOL SHRA TSRA BECMG WIDELY SCT AFT 21Z.
OTLK...IFR CIG VIS SHRA TSRA BR.
SJI-AAF...SCT-BKN025. WIDELY SCT TSRA/SHRA. 01Z SCT040. OTLK...MVFR VIS BR.

.
OFFSHORE WATERS...
W OF W90...SCT-BKN020 SCT-BKN060 TOPS ABV 120. WIDELY SCT SHRA/TSRA. VIS
3-5SM TSRA BR. OTLK...MVFR CIG VIS TSRA BR.
E OF W90...SCT020. OTLK...VFR.

.
05 ICE AND FZ LVL BLW 120...

NO SIGNIFICANT ICE EXPECTED OUTSIDE CONVECTIVE ACT.
FZ LVL ABV 120 THROUGHOUT.

.
06 TURB BLW 120...

NO SIGNIFICANT TURB EXPECTED OUTSIDE CONVECTIVE ACT.

.
07 WIND BLW 120...

SFC-030...WIND SE-NW..5-21KT.

ABV 030...WIND VARIABLE 06-19KT.

09/2100Z	SFC	030	060	090	120
CRP	120/ 6	150/ 1	300/ 7	300/ 9	290/12
GLS	130/ 7	250/ 3	280/ 7	250/ 9	240/13
LFT	140/11	160/23	170/17	170/18	180/19
MOB	150/ 9	150/13	170/15	160/14	180/14
N28 W95	110/ 7	350/ 5	310/ 6	250/ 6	230/ 9
N28 W92	160/18	180/21	190/16	190/17	200/17
N28 W89	130/10	150/14	150/15	140/19	160/13
N28 W86	90/ 7	110/ 9	110/14	120/13	110/10

10/0000Z	SFC	030	060	090	120
CRP	140/ 8	160/ 1	320/10	310/ 9	290/12
GLS	170/ 2	300/ 4	300/ 5	250/ 8	240/13
LFT	150/ 9	170/23	180/18	190/18	200/18
MOB	150/ 8	150/13	160/15	170/15	180/15
N28 W95	170/ 3	10/ 5	340/ 3	250/ 4	240/ 7
N28 W92	170/17	190/20	190/16	190/16	200/16
N28 W89	130/11	150/15	150/15	150/15	180/11
N28 W86	90/ 9	100/11	110/14	120/11	120/ 8

10/0300Z	SFC	030	060	090	120
CRP	160/ 7	50/ 2	330/10	310/14	270/13
GLS	280/ 2	330/ 6	290/ 4	250/ 9	240/12
LFT	160/ 9	190/23	190/18	190/18	210/17
MOB	140/ 8	150/15	160/16	160/15	180/14
N28 W95	270/ 2	10/ 4	340/ 3	260/ 4	250/ 6
N28 W92	160/16	190/19	190/16	190/16	200/16
N28 W89	130/12	150/17	150/16	150/12	180/ 9
N28 W86	90/ 8	100/14	120/15	120/11	130/ 8

10/0600Z	SFC	030	060	090	120
CRP	180/ 4	70/ 3	340/ 9	310/15	260/13
GLS	330/ 2	340/ 5	290/ 5	260/ 8	230/11
LFT	160/ 9	190/22	200/19	200/19	210/18
MOB	150/ 8	150/19	160/20	160/17	180/14
N28 W95	350/ 1	30/ 3	320/ 3	250/ 4	240/ 6
N28 W92	160/17	180/19	190/16	190/16	200/17

N28 W89 140/12 140/18 140/16 150/11 180/7
N28 W86 80/8 110/16 130/14 130/10 140/5

.
08 WAVES...

COASTAL WATERS BRO-40W LEV...3-4 FT. OTLK...NOSIG.

COASTAL WATERS W40 LEV-AAF...1-2 FT. OTLK...NOSIG.

OFFSHORE WATERS W OF W3W...3-4 FT. OTLK...NOSIG.

OFFSHORE WATERS E OF W93...1-2 FT. OTLK...NOSIG.

....

(3) Caribbean

FACA20 KKCI 091524

OFAMKC

INTERNATIONAL OPERATIONS BRANCH

AVIATION WEATHER CENTER KANSAS CITY MISSOURI

VALID 091800-100600

OUTLOOK...100600-101800

.
ATLANTIC S OF N32 W OF W57...CARIBBEAN...GULF OF MEXICO AND ADJ COAST N
OF N23...AND FLORIDA SFC TO 400 MB. TSRA IMPLY POSS SEV OR GREATER
TURB...SEV ICE...LO LVL WS AND STRONG SFC WIND AND CIGS BLW 010 AND VIS
BLW 3SM.

.
SYNOPSIS...TD KYLE NEAR N28.5 W74.5. MAX WIND 30KT. KYLE TO MOVE TO N27.7
W77.9

TONIGHT AND NEAR N27.7 W79.9 BY OTLK PERIOD....SEE LATEST TPC ADVISORY
ON TD KYLE...

TROPICAL WAVES ALONG W83 S OF N22 MOV W 10-15KT AND W71 S OF N20 MOV
W 10KT.

ISOL-WIDELY SCT TSRA ASSOCIATED WITH THE WAVES. STNR FRONT ALONG N
GULFMEX COAST...ISOL TSRA/SHRA VCY BDRY THRU PERIOD.

.
SIGNIFICANT CLD/WX...

SE TX AND COASTAL WATERS

BKN-OVC010-020. VIS 3-5SM BR. SCT SHRA/TSRA. TOPS ABV FL240.

OTLK...MVFR CIG SHRA TSRA.

COASTAL WATERS...BKN015-030 BKN080. SCT SHRA TSRA. TOPS FL200.

OTLK...MVFR CIG SHRA TSRA W OF IAH...IFR CIG SHRA TSRA E OF IAH.

.
S LA/MS/AL AND COASTAL WATERS

LA

SW PORTION...OVC010-020. VIS 3-5SM BR. SCT SHRA/TSRA. TOPS ABV FL240.

OTLK...IFR CIG SHRA TSRA.

SE PORTION...BKN015-030 OVC060. WIDELY SCT SHRA TSRA. TOPS FL200.

OTLK...IFR CIG VIS SHRA TSRA BR.

MS

BKN015-030 OVC060. SCT SHRA TSRA W PORTIONS. WIDELY SCT SHRA TSRA SE PORTION. TOPS ABV FL240. OTLK...IFR CIG SHRA TSRA.

AL

S HALF...BKN020 TOPS 060. 21Z SCT-BKN030 BKN100. ISOL SHRA. TOPS 150. OTLK...MVFR CIG SHRA TSRA.

COASTAL WATERS

SW LA...BKN015-030 BKN080. SCT SHRA TSRA. TOPS FL200. OTLK...IFR CIG SHRA TSRA.

SE LA MS AL...SCT-BKN030. TOPS FL200. ISOL SHRA TSRA BECMG WIDELY SCT AFT 21Z. OTLK...IFR CIG VIS SHRA TSRA BR.

GULFMEX HOUSTON FIR AND GULFMEX MIAMI FIR

W OF W90...SCT-BKN020 SCT-BKN060 TOPS 140. WIDELY SCT SHRA/TSRA. N OF N25..VIS 3-5SM TSRA BR. OTLK...MVFR CIG VIS TSRA BR.

E OF W90...SCT020. OTLK...VFR.

FL AND COASTAL WATERS

PANHANDLE...SCT-BKN025 TOPS ABV FL240. WIDELY SCT TSRA/SHRA. AFT 03Z..OCNL CIG BLW 010 VIS BLW 3SM BR. OTLK...MVFR CIG BR BECMG IFR CIG VIS BR AFT 08Z.

N PENINSULA...SCT-BKN025 TOPS ABV FL240. WIDELY SCT TSRA/SHRA. 01Z SCT040. OTLK...MVFR VIS BR.

CENTRAL/S PENINSULA AND KEYS...SCT030-040. ISOL SHRA S OF MIA-FMY. OTLK...VFR..ERN PORTION..MVFR VIS BR.

COASTAL WATERS

ATLANTIC...SCT040. ISOL SHRA. OTLK...VFR WIND.

GULFMEX...SKC. OCNL SCT040. ISOL SHRA/TSRA. OTLK...VFR.

ATLANTIC SW NEW YORK FIR

...SEE LATEST TPC ADVISORY ON TD KYLE...

W OF W70...SCT-BKN020 BKN060 TOPS TO FL200. WIDELY SCT SHRA/ISOL TSRA. SFC WIND VARIABLE 25-30KT. OTLK...VFR TSRA WIND.

BTN W60 AND W70...SCT030. ISOL SHRA. OTLK...VFR.

E OF W60...SCT015 BKN040-060 TOPS LVR ABV FL240. WIDELY SCT TSRA. TS IN LINES/CLUSTERS. OTLK...VFR TSRA.

ATLANTIC MIAMI FIR

N OF N24...SCT-BKN020 BKN060 TOPS TO FL200. WIDELY SCT SHRA/ISOL TSRA. SFC WIND VARIABLE 25-30KT. OTLK...VFR TSRA WIND.

S OF N24...SCT030. ISOL SHRA/TSRA. OTLK...VFR .

SAN JUAN FIR

SCT-BKN015-025. TOPS LVR ABV FL240. WIDELY SCT SHRA/TSRA.

00Z SCT020. TIL 04Z WIDELY SCT SHRA/TSRA. OTLK...VFR TSRA.

.
W PIARCO FIR

S OF N12...BKN-SCT020 BKN080 TOPS 160. SCT SHRA/WIDELY SCT TSRA.

OTLK...MVFR CIG SHRA.

N OF N12...SCT020. ISOL SHRA/TSRA. OTLK...VFR TSRA.

.
SANTO DOMINGO FIR...PORT-AU-PRINCE FIR...HABANA FIR

OVER ISLANDS...SCT025. WIDELY SCT SHRA/TSRA. OTLK...MVFR VIS BR.

OVER WATERS...SKC-SCT025. ISOL SHRA/TSRA. OTLK...VFR SHRA.

.
N MAIQUETIA FIR...CURACAO FIR...N BARRANQUILLA FIR...N PANAMA FIR

SCT030. ISOL TSRA N PANAMA FIR. WIND E 20KT. OTLK...VFR WIND.

.
KINGSTON FIR...NE CENTRAL AMERICA FIR

SCT020. ISOL SHRA. OTLK...VFR.

.
N MERIDA FIR

SCT020 SCT-BKN060 TOPS TO 150. ISOL TSRA. OTLK...VFR TSRA.

.
E MONTERREY FIR

SCT-BKN020 SCT-BKN060 TOPS 140. WIDELY SCT SHRA/TSRA. OTLK...MVFR CIG VIS
TSRA BR.

.
ICE AND FZ LVL...

NO SIGNIFICANT ICE EXPECTED OUTSIDE CONVECTIVE ACT. FZ LVL 140-160 THRU
TROP.

.
TURB...

NO SIGNIFICANT TURB EXPECTED OUTSIDE CONVECTIVE ACT.

....

(4) Hawaii

FAHW31 PHFO 080940

FA0HI

HNLC FA 080940

SYNOPSIS AND VFR CLD/WX

SYNOPSIS VALID UNTIL 090400

CLD/WX VALID UNTIL 082200...OUTLOOK VALID 082200-090400

.
SEE AIRMET SIERRA FOR IFR CLD AND MT OBSC.

TS IMPLY SEV OR GREATER TURB SEV ICE LOW LEVEL WS AND IFR COND.

NON MSL HGT DENOTED BY AGL OR CIG.

.

SYNOPSIS...SFC HIGH FAR N PHNL NEARLY STNR.

.
BIG ISLAND ABOVE 060.
SKC. 20Z SCT090. OUTLOOK...VFR.

.
BIG ISLAND LOWER SLOPES...COASTAL AND ADJ WATERS FROM UPOLU POINT TO CAPE KUMUKAHI TO APUA POINT.
SCT030 BKN050 TOPS 080 ISOL BKN030 VIS 3-5SM -SHRA BR TIL 20Z ISOL BKN010 VIS BELOW 3SM SHRA BR. 21Z SCT030 SCT-BKN050 TOPS 080 ISOL BKN030 5SM -SHRA. OUTLOOK...VFR.

.
BIG ISLAND LOWER SLOPES FROM APUA POINT TO SOUTH CAPE TO UPOLU POINT.
SKC. 21Z SCT-BKN060 TOPS 080. 23Z SCT030 SCT-BKN060 TOPS 080 ISOL BKN030 -SHRA. OUTLOOK...VFR.

.
BIG ISLAND COASTAL AND ADJ WATERS FROM SOUTH CAPE TO PHKO TO UPOLU POINT.
SCT050 ISOL BKN050 TOPS 080. 18Z FEW050. 23Z SCT-BKN050 TOPS080.
OUTLOOK...VFR.

.
N AND E FACING SLOPES...COASTAL AND ADJ WATERS OF THE REMAINING ISLANDS.
SCT020 BKN045 TOPS070 TEMPO BKN020 VIS 3-5SM -SHRA...FM OAHU EASTWARD ISOL CIG BLW 010 AND VIS BELOW 3SM SHRA BR WITH TOPS 120. 22Z SCT025 SCT-BKN050 TOPS 070 ISOL BKN025 3-5SM -SHRA. OUTLOOK...VFR.

.
REST OF AREA.
SCT035 SCT-BKN050 TOPS 070 ISOL BKN030 -SHRA. 20Z SCT050 ISOL SCT030 BKN045 TOPS 070 -SHRA. OUTLOOK...VFR.

(5) Alaska

FAAK01 PANC 251345
FA8H
ANCH FA 251345
AK SRN HLF EXC SE AK...

.
AIRMETS VALID UNTIL 252000
TS IMPLY POSSIBLE SEV OR GREATER TURB SEV ICE LLWS AND IFR CONDS.
NON MSL HEIGHTS NOTED BY AGL OR CIG.

.
SYNOPSIS VALID UNTIL 260800
972 MB BRISTOL BAY LOW WL MOV N TO 50 S PAOM AT 987 MB BY END OF PD.
ASSOCIATED OCCLUDED FRONT FM PALJ..KENNEDY ENTRANCE..SE WL MOV NE TO PAMH..PACV..SE
BY 08Z.

.
COOK INLET AND SUSITNA VALLEY AB...VALID UNTIL 260200
...CLOUDS/WX...
AIRMET IFR/MT OBSCAK RANGE/W SIDE COOK INLET..OCNL CIGS BLW 10
VIS BLW 3SM -RA BR. NC...
OTHERWISE..AK RANGE/W SIDE INLET..SCT005 OVC020 VIS 3-5SM -RA BR.
ELSEWHERE..SCT025 BKN045 OVC080 LYR ABV TO FL250. OCNL BKN025 OVC045
-RA.
COOK INLET..SFC WND NE 20G30 KTS. THRU TERRAIN GAPS..ERN MTS/AK
RANGE..SFC WND E 30G60 KTS.
OTLK VALID 260200-262000...MVFR CIG RA WND.
PASSES...LAKE CLARK..MERRILL..RAINY..IFR CIG RA WND. WINDY..MVFR CIG RA.
PORTAGE..IFR CIG RA WND.
...TURB...
SIGMETKILO 1 VALID 251607/252000 PANC-
OCNL SEV TURB FCST BLW 080 WI AN AREA FM TKA-JOH-MDO-AKN-SQA-TKA.
THIS IS THE AREA S OF A PAHZ-PATK LN.
AIRMET TURB/LLWSOCNL MOD TURB BLW 120. LLWS. NC...
...ICE AND FZLVL...
AIRMET ICEOCNL MOD RIME/MX ICEIC 050-160. FZLVL 050. NC...

.
COPPER RIVER BASIN AC...VALID UNTIL 260200
...CLOUDS/WX...
FEW045 SCT090 BKN-OVC180 TOP FL250.
SFC WND SE G 25 KTS.
WRN MTS..ISOL BKN025 OVC045 4SM -SHRA.
OTLK VALID 260200-262000...VFR.
PASS...TAHNETA..MVFR CIG.
...TURB...
NIL SIG.
...ICE AND FZLVL...
NIL SIG. FZLVL 050.

.
CNTRL GLF CST AD...VALID UNTIL 260200
...CLOUDS/WX...
AIRMET MT OBSCMTS OBSCD IN CLDS/PRECIPITATION. NC...
SCT020 OVC040 LYRD ABV TO FL250 -RA.
OCNL SCT005 OVC020 VIS 3-5SM -RA BR.
SFC WND E 20G35 KTS. THRU TRRN GAPS WND E-NE 25G50 KTS.
ALONG KENAI PENINSULA..ISOL CIGS BLW 10 VIS BLW 3SM RA BR.
OTLK VALID 260200-260200..MVFR CIG RA WND.
...TURB...
SIGMETKILO 1 VALID 251607/252000 PANC-
OCNL SEV TURB FCST BLW 080 WI AN AREA FM TKA-JOH-MDO-AKN-SQA-TKA.
THIS IS THE AREA E OF A JOH-PAMD LN.
AIRMET TURB/LLWSOCNL MOD TURB BLW 120. LLWS NR TRRN. NC...

...ICE AND FZLVL...
 AIRMET ICEOCNL MOD RIME ICEIC 050-160. FZLVL 050. NC...
 .
 KODIAK ISLAND AE...VALID UNTIL 260200
 ...CLOUDS/WX...
 AIRMET MT OBSCMTS OBSCD IN CLDS/PRECIPITATION. NC...
 SCT020 OVC040 LYRD ABV TO FL250 -RA.
 OCNL SCT005 OVC020 VIS 3-5SM -RA BR.
 E SIDE..ISOL CIGS BLW 10 VIS BLW 3SM RA BR.
 SFC WND SE G 25 KT.
 OTLK VALID 260200-262000...MVFR CIG SHRA WND. AFT 06Z..VFR.
 ...TURB...
 NIL SIG.
 ...ICE AND FZ LVL...
 ISOL MOD RIME ICEIC 030-120. FZLVL 030.

d. Tropical Cyclone

FKNT24 KNHC 152044
 TCANT4
 TROPICAL CYCLONE MARCO ICAO ADVISORY NUMBER 6
 NATIONAL WEATHER SERVICE MIAMI FL
 2100Z TUE OCT 15 2002

TC ADVISORY
 DTG 20021015/2100Z
 TCAC: KNHC
 TC: MARCO
 NR: 6
 POSITION: N1906 W08212
 MOV: NNE 09KT
 C: 996HPA
 MAX WIND: 050KT
 FCST PSN + 12 HR: 160600 N2024 W08054
 FCST MAX WIND + 12 HR: 060KT
 FCST PSN + 18 HR: 161200 N2124 W07948
 FCST MAX WIND + 12 HR: 075KT
 FCST PSN + 24HR: 161800 N2230 W07842
 FCST MAX WIND + 24 HR: 080KT
 NXT MSG: 20021016/0300Z

e. Volcanic Ash Advisory

FVAK20 PANC 190615
 VOLCANIC ASH ADVISORY - ALERT

ISSUED 2003 APR 19/0615Z

VAAC: ANCHORAGE

VOLCANO: CHIKURACHKI, 900-36

LOCATION: N5019 E15527

AREA: KAMCHATKA NORTHERN KURIL ISLANDS

SUMMIT ELEVATION: 7674 FT (2339 M)

ADVISORY NUMBER: 2003-02

INFORMATION SOURCE: SATELLITE

AVIATION COLOR CODE: NOT GIVEN

ERUPTION DETAILS: A NEW ERUPTION OCCURRED AT APPROXIMATELY 190500 UTC. HEIGHT IS ESTIMATED AT FL300. ESTIMATE IS BASED ON OBSERVED AND MODEL WINDS. MOVEMENT APPEARS TO BE E AT 75 KTS.

OBS ASH DATA/TIME: 19/0500Z

OBS ASH CLOUD: VA EXTENDS FM NEAR VOLCANO EWD TO N50 E160.

FCST ASH CLOUD +6HR: 30NM EITHER SIDE OF LN FM NIPPI N49 E159 -
N50 E175.

FCST ASH CLOUD +12HR: 30NM EITHER SIDE OF LN FM N50 E168 -
N50 E180.

FCST ASH CLOUD +18HR: 30NM EITHER SIDE OF LN FM N51 E175 -
N50 E185.

NEXT ADVISORY: 20030419/1500Z

REMARKS: UPDATES AS SOON AS INFO BECOMES AVAILABLE.

f. ROFORs

Johnston Island Route

FROC31 PHFO 301557
RFRJON

ROFOR VALID 29/16-18Z FOR ROUTE PHNL TO PJON
 FT 10000 30000 34000 39000
 20.3N/160.9W 0820P09 2610M34 2430M44 2530M54
 19.0N/164.3W 0915P08 2820M33 3025M42 2940M53
 SIGWX...NIL.

Majuro to Kwajalein Route

FROC32 PHFO 301857
 RFRKWA
 FOR WSO MAJURO
 ROFOR VALID 2102 FOR ROUTE PKMJ TO PKWA AND RETURN
 01208 4100P09 09010 4180M05 08015
 SIGWX...NIL.

Tarawa to Majuro Route

FROC33 PHFO 291510
 RFRFFN
 FOR PKMJYMYX
 ROFOR VALID 2008 FOR ROUTE NGTA TO PKMJ
 01205 4100P08 06010 4140P00 06015 4180M03 07020
 01201 4100P08 09015 4140P00 09020 4180M04 10025
 SIGWX...ISOL TCU/VIS 5SM SHRA
 PKMJ 221120Z 221212 NIL=

Santa Barbara and San Francisco to Honolulu Route

FRPN31 PHFO 301857
 RFRKSF
 WINDS/TEMPERATURES AND WEATHER BY ZONE FOR
 ROUTE SFO/HNL VIA 31.3N/140W VALID AT 311200Z

FLIGHT LEVELS					
ZONE	FL050	FL100	FL180	FL240	ZONE WEATHER
25	3315 P16	3208 P11	3109 M07	3216 M19	6-8 STSC 010/030
26	3316 P13	3211 P09	3117 M06	3023 M18	4-6 STSC 015/045
27	3013 P12	3212 P09	3020 M06	3024 M18	6-8 MERGING LYR 200 ISOL VIS 3-5SM RA ISOL TCU TOPS FL224
28	3008 P14	3008 P08	2815 M06	2918 M18	DO
29	9905 P14	9905 P08	2609 M06	2612 M18	4-6 CUSC 020/050
30	0506 P14	9905 P08	9905 M06	2406 M18	DO
31	0818 P15	0613 P09	0307 M06	9905 M18	4-6 CUSC 020/080 ISOL -SHRA
32	0822 P15	0719 P09	0711 M05	9905 M17	DO

OVERALL COMPONENTS

P4 P2 M4 M10

ROUTE SBA/HNL VIA 29.5N/140W VALID AT 311200Z

FLIGHT LEVELS

ZONE FL050 FL100 FL180 FL240 ZONE WEATHER

25 3509 P17 3108 P11 3011 M07 3015 M19 6-8 STSC 010/030

26 3416 P14 3312 P09 3218 M05 3123 M18 4-6 STSC 015/045

27 0111 P13 3510 P10 3017 M05 3021 M18 2-4 CUSC 020/045

28 0307 P14 3606 P09 2713 M05 2717 M18 DO

29 0406 P14 9905 P08 2507 M05 2610 M18 4-6 CUSC 020/050

30 0815 P15 0610 P09 9905 M05 9905 M17 DO

31 0821 P15 0616 P09 0408 M05 9905 M18 4-6 CUSC 020/080

ISOL -SHRA

32 0822 P15 0719 P09 0812 M06 9905 M18 DO

OVERALL COMPONENTS

P10 P5 M4 M7

SYNOPSIS...1024MB HIGH CENTERED NEAR 30N156W.

APPENDIX A - WMO Headers

1. AWC.

a. SIGMET

CONUS and Coastal Waters

WMO AWIPS

WSUS1 KBOS	BOS(N-X)*
WSUS1 KMIA	MIA(N-X)*
WSUS1 KCHI	CHI(N-X)*
WSUS1 KDFW	DFW(N-X)*
WSUS1 KSLC	SLC(N-X)*
WSUS1 KSFO	SFO(N-X)*

* Omit Sierra, Tango, and Zulu

Convective SIGMETS

WSUS40 KKCI	WSTE
WSUS41 KKCI	WSTC
WSUS42 KKCI	WSTW

Atlantic, Caribbean and Gulf of Mexico FIRs

WSNT01 KKCI	SIGA0A
WSNT02 KKCI	SIGA0B
WSNT03 KKCI	SIGA0C
WSNT04 KKCI	SIGA0D
WSNT05 KKCI	SIGA0E
WSNT06 KKCI	SIGA0F
WSNT07 KKCI	SIGA0G
WSNT08 KKCI	SIGA0H
WSNT09 KKCI	SIGA0I
WSNT10 KKCI	SIGA0J
WSNT11 KKCI	SIGA0K
WSNT12 KKCI	SIGA0L
WSNT13 KKCI	SIGA0M

Oakland FIR

WSPN03 KKCI SIGP0A
WSPN04 KKCI SIGP0B
WSPN05 KKCI SIGP0C
WSPN06 KKCI SIGP0D
WSPN07 KKCI SIGP0E
WSPN08 KKCI SIGP0F
WSPN09 KKCI SIGP0G
WSPN10 KKCI SIGP0H

b. AIRMET

The AWC issues six sets of three AIRMETS (e.g. SIERRA, TANGO AND ZULU)

WMO HEADER AWIPS ID

WAUS1 KBOS MKCWA1
WAUS1 KMIA MKCWA2
WAUS1 KCHI MKCWA3
WAUS1 KDFW MKCWA4
WAUS1 KSLC MKCWA5
WAUS1 KSFO MKCWA6

c. Area Forecast

WMO HEADER AWIPS ID

FAUS5 KBOS MKCFA1W
FAUS5 KMIA MKCFA2W
FAUS5 KCHI MKCFA3W
FAUS5 KDFW MKCFA4W
FAUS5 KSLC MKCFA5W
FAUS5 KSFO MKCFA6W

2. **AAWU**

a. SIGMET

WMO HEADER AWIPS ID

WSPN01 PANC SIGANC

b. AIRMET

The AAWU issues three sets of three AIRMETS (e.g. SIERRA, TANGO AND ZULU)

WAAK01 PAJN ANCWA7S,T,Z
WAAK01 PANC ANCWA8S,T,Z
WAAK01 PAFA ANCWA9S,T,Z

c. FA

WMO HEADER AWIPS ID

FAAK01 PAJN ANCF7H
FAAK05 PAJN ANCF7W
FAAK01 PANC ANCF8H
FAAK05 PANC ANCF8W
FAAK10 PANC ANCF8T
FAAK01 PAFA ANCF9H
FAAK05 PAFA ANCF9W

3. WFO Honolulu

a. SIGMET

WMO Header AWIPS ID

WSPA31 PHFO SIGPS1
WSPA32 PHFO SIGPS2
WSPA33 PHFO SIGPS3
WSPA34 PHFO SIGPS4
WSPA35 PHFO SIGPS5
WCPA31 PHFO WSTPC1
WCPA32 PHFO WSTPC2
WCPA33 PHFO WSTPC3
WCPA34 PHFO WSTPC4
WCPA35 PHFO WSTPC5
WVPA20 PHFO WSVPA1
WVPA21 PHFO WSVPA2

b. AIRMET

WAHW31 PHFO WA0HI

Note: Parsing is for geographical areas

c. FA

FAHW31 PHFO FA0HI

4. WFO Guam

SIGMET

WMO HEADER

WSPQ31 PGUM
WSPQ32 PGUM
WSPQ33 PGUM
WSPQ34 PGUM
WSPQ35 PGUM
WCPQ31 PGUM
WCPQ32 PGUM
WCPQ33 PGUM
WCPQ34 PGUM
WCPQ35 PGUM
WVPQ21 PGUM
WVPQ22 PGUM
WVPQ23 PGUM
WVPQ24 PGUM
WVPQ25 PGUM

5. SIGMET Naming Convention Across Pacific Basin

To avoid duplication of valid SIGMET series names in the Pacific Basin the MWOs have adapted a series naming convention where each uses a different portion of the ICAO Phonetic Alphabet.

AWC: ALPHA, BRAVO, CHARLIE, DELTA, ECHO, FOXTROT, GOLF and HOTEL

AAWU: INDIA, JULIET, KILO, LIMA and MIKE

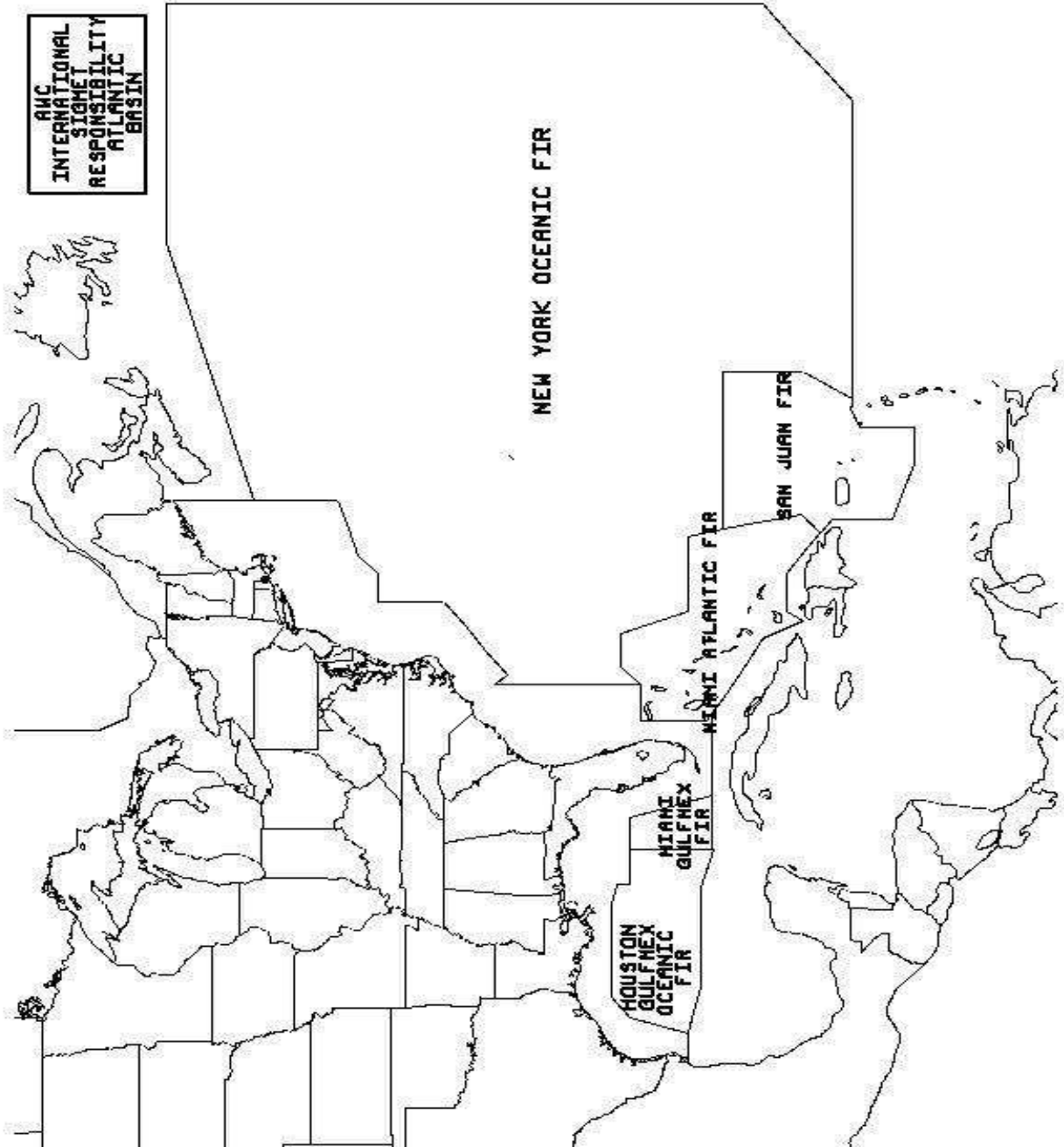
GUM; NOVEMBER, OSCAR, PAPA, QUEBEC and ROMEO

HFO: SIERRA, TANGO, UNIFORM, VICTOR, WHISKEY, XRAY, YANKEE and ZULU

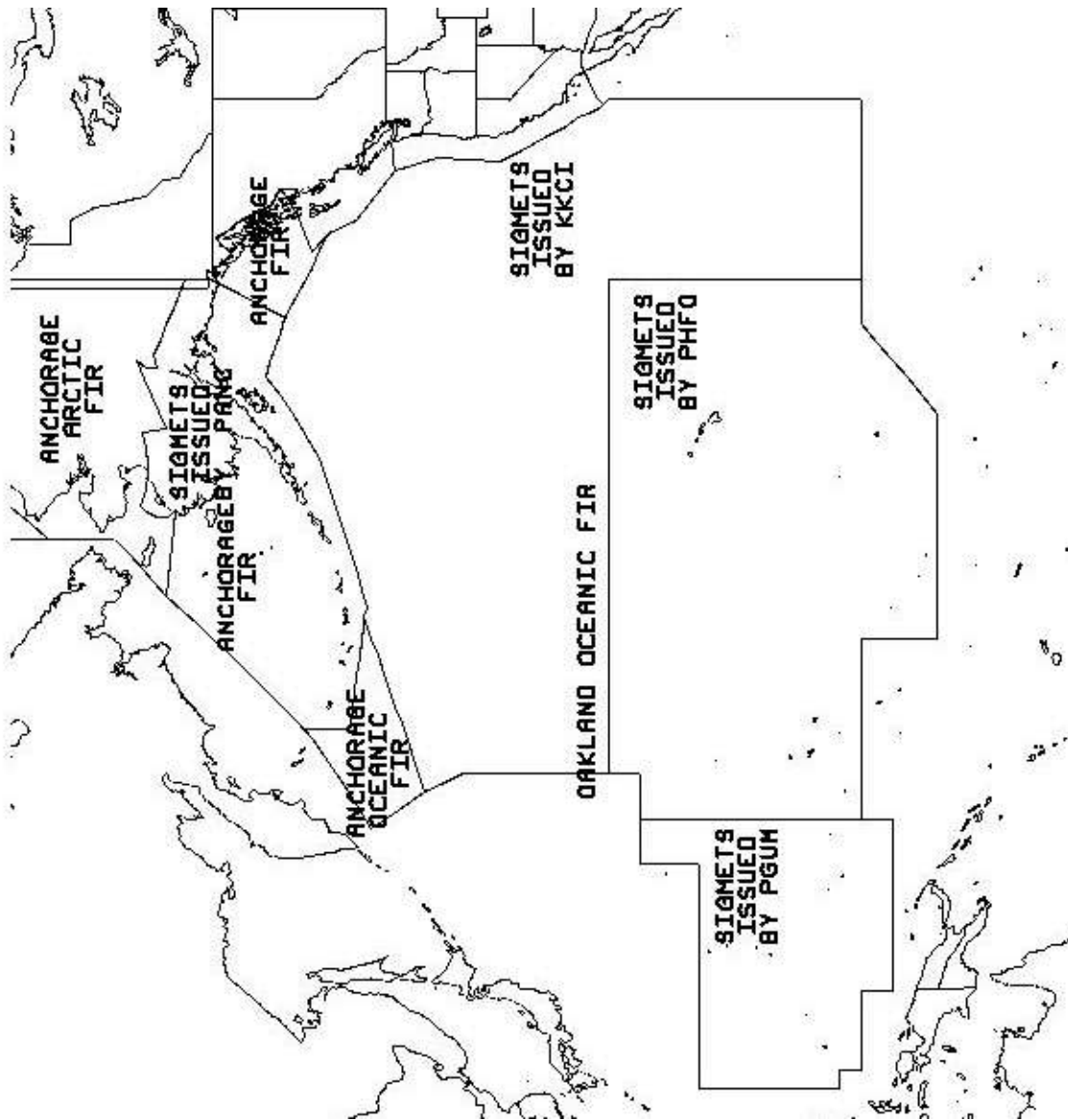
In the event one of the MWOs has more SIGMETs in effect than names assigned, they will issue the next SIGMET with a double phonetic name, e.g., ALPHA ALPHA.

APPENDIX B - Areas of Responsibility

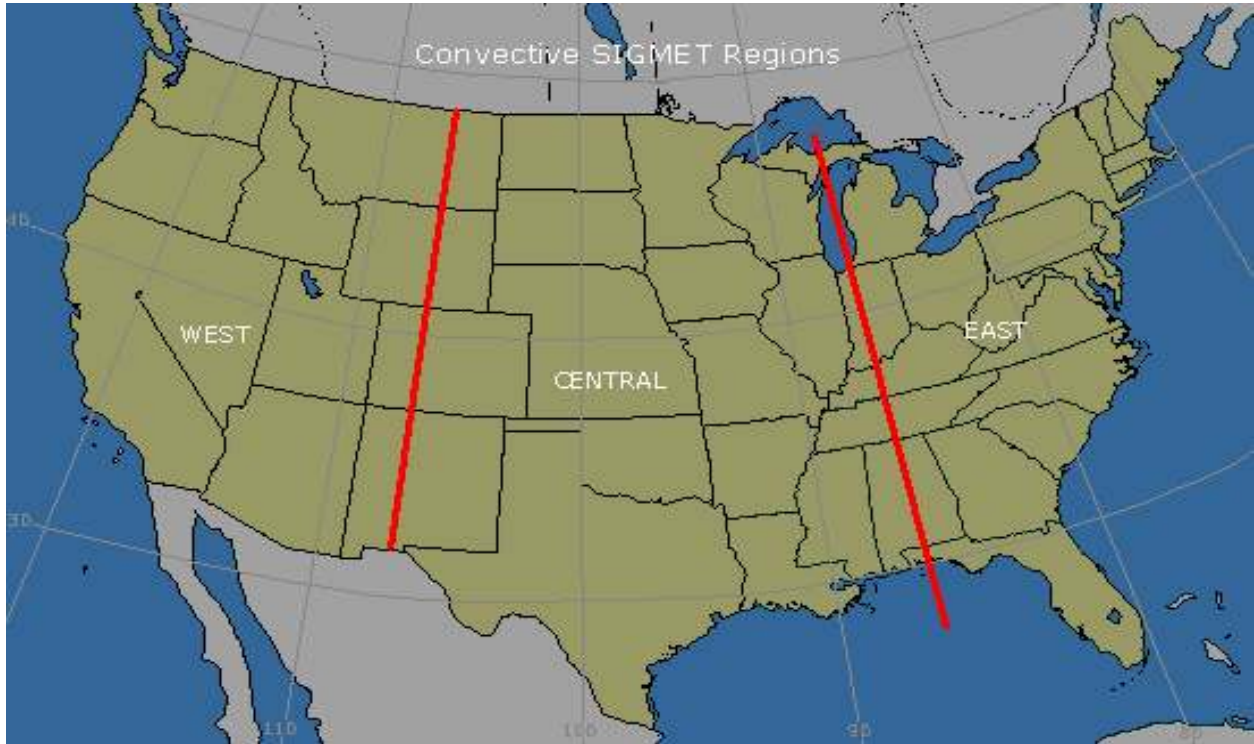
1. AWC SIGMET Areas of Responsibility in the Atlantic Basin.



2. SIGMET Areas of Responsibility in the Pacific Basin



3. AWC SIGMET areas in Conterminous U.S.



4. AWC FA Areas of Responsibility.

a. Gulf of Mexico FA



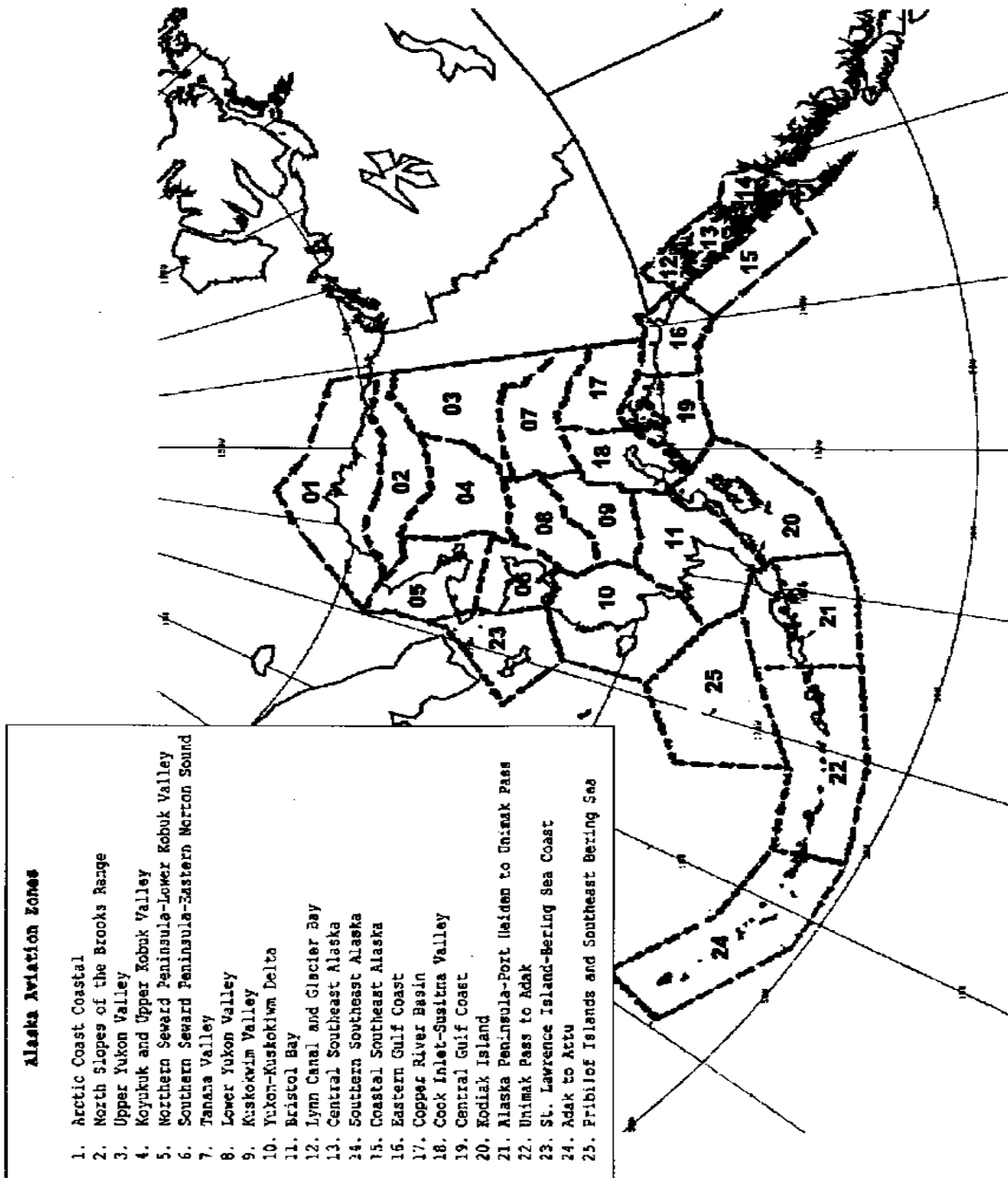
b. Carribean FA



c. CONUS FAs.



5. AAWU Flight Advisory and FA Reference Points



6. Hawaiian FA Areas.



APPENDIX C - Definition of Terms

Embedded (EMBD): Indicates that a thunderstorm and/or CB is embedded with cloud layers and cannot be readily recognized.

Extreme Turbulence (EXTREME TURB): Turbulence in which aircraft is violently tossed about and is practically impossible to control. It may cause structural damage.

Flight Information Region (FIR): An airspace of defined dimensions within which flight information service and alerting service are provided.

Flight Levels: A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.

Frequent (FRQ): Indicates an area of thunderstorms within which there is little or no separation between adjacent thunderstorms (used only with high level (FL450-FL630) SIGMETs)

Instrument Meteorological Conditions (IMC): Ceiling GTE 500 feet to LT 1000 feet and/or visibility GTE 1 to LT 3 miles. LIMC is a sub-category of IMC, thus, IMC conditions are ceiling LT 1000 feet and /or visibility LT 3 miles.

Isolated (ISOL): LT 3,000 square miles or widely separated in time.

Line (of thunderstorms) (LINE TS): For SIGMET is defined as being at least 60 miles long with thunderstorms affecting at least 40 percent of its length.

Low Instrument Meteorological Conditions (LIMC): Ceiling LT 500 feet and/or visibility LT 1 SM. LIMC is a sub-category of Instrument Meteorological Conditions

Marginal Visual Meteorological Conditions (MVMC): Ceiling GTE 1000 feet to LTE 3000 feet and/or visibility GTE 3 to LTE 5 miles.

Moderate Icing (MOD ICE): The rate of accumulation is such that even short encounters become potentially hazardous and use of deicing/anti-icing equipment or diversion is necessary.

Moderate Turbulence (MOD TURB): Turbulence that causes changes in attitude (pitch, roll, yaw) and/or altitude, but the aircraft remains in positive control at all times. It usually causes variations in indicated airspeed. A Turbulence Index ranging from 6 to 14, i.e., the peak value of the Eddy Dissipation Rate is between 0.1 and 0.3, reported from an aircraft during the en-route phase of flight based on Eddy Dissipation Rate.

Mountain Obscuration (MT OBSC): Conditions over significant portions of mountainous geographical areas are such that pilots in flight should not expect to maintain visual

meteorological conditions or visual contact with mountains or mountain ridges near their route of flight.

Obscured (thunderstorms): Indicates that a thunderstorm and/or CB is obscured in haze or smoke and cannot be readily recognized.

Occasional (OCNL): GT 50 percent probability of occurrence but for LT ½ of the period.

Scattered (SCT): GTE 25% to LTE 50% of area affected.

Severe Icing (SEV ICE): The rate of accumulation is such that normal deicing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.

Severe Turbulence (SEV TURB): Turbulence that causes large, abrupt changes in altitude and/or attitude. It usually causes large variations in indicated airspeed. Aircraft may be momentarily out of control. A Turbulence Index ranging from 15 to 27, i.e., the peak value of the Eddy Dissipation Rate is exceeding 0.5, reported from an aircraft during the en-route phase of flight based on Eddy Dissipation Rate.

Visual Meteorological Conditions (VMC): Ceiling GT 3000 feet and visibility GT 5 miles.

Volcanic Eruption: For this directive, a volcano eruption has occurred when an eruption report is received from a volcano observatory. A volcanic eruption is also considered to have occurred regardless of volcano observatory notification if reported by PIREP, or ground observer, or if remote sensing data indicates that an eruption has occurred based on satellite imagery or WSR-88D radar data or any other reliable sources are identified.

Volcanic Ash: For the purpose of this chapter volcanic ash is any ash that can be seen by any one or more of the following: satellite imagery (visible, IR, multi channel or TOMS), PIREPs, ground observations, radar and VAFTAD (In the event volcanic ash is entrained in clouds the volcanic ash will be treated as visible using the VAFTAD as guidance).

Widely scattered (WIDELY SCT): LT 25% of area affected.

Widespread (WDSPR): GT 50% of area affected.