

A stylized paper airplane icon in shades of blue and grey is shown in flight, moving from left to right. Below it is a dashed grey line that forms a smooth, upward-curving arc, representing a flight path or a wave.

CIVIL AVIATION DIRECTIVE – 3

METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION

CIVIL AVIATION AUTHORITY OF MALAYSIA

ISSUE 01
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Introduction

In exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 [Act 3], the Chief Executive Officer makes this Civil Aviation Directive 3 – Meteorological Service for International Air Navigation (CAD 3 – MET), pursuant to Regulation 76, 125 and 126 of the Malaysian Civil Aviation Regulations (MCAIR 2016).

This CAD contains the standards and requirements and procedures pertaining to meteorology and is compliant with Malaysian Civil Aviation Regulations 2016. The standards and requirements in this CAD are based mainly on the Standards and Recommended Practices (SARPs) contained in the International Civil Aviation Organisation (ICAO) Annex 3 - Meteorological Service for International Air Navigation.

This Civil Aviation Directives 3 – Meteorological Service for International Air Navigation (CAD 3 – MET) is published by the Chief Executive Officer under Section 24O of the Civil Aviation Act 1969 [Act 3] and come into operation on 1 May 2021.

Non-compliance with this CAD

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishments under Section 24O (2) of the Civil Aviation Act 1969 [Act 3] and/or under Malaysia Civil Aviation Regulation 2016.



(Captain Chester Voo Chee Soon)
Chief Executive Officer
Civil Aviation Authority of Malaysia

Civil Aviation Directive components and Editorial practices

This Civil Aviation Directive is made up of the following components and are defined as follows:

Standards: Usually preceded by words such as “shall” or “must”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where uniform application is necessary for the safety or regularity of air navigation and to which Operators must conform. In the event of impossibility of compliance, notification to the CAAM is compulsory.

Recommended Practices: Usually preceded by the words such as “should” or “may”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where the uniform application is desirable in the interest of safety, regularity or efficiency of air navigation, and to which Operators will endeavour to conform.

Appendices: Material grouped separately for convenience but forms part of the Standards and Recommended Practices stipulated by the CAAM.

Definitions: Terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

Tables and Figures: These add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

Notes: Included in the text, where appropriate, Notes give factual information or references bearing on the Standards or Recommended Practices in question but not constituting part of the Standards or Recommended Practices;

Attachments: Material supplementary to the Standards and Recommended Practices or included as a guide to their application.

It is to be noted that some Standards in this Civil Aviation Directive incorporates, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in CAD 5. Where CAD 5 permits the use of non-SI alternative units, these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

Throughout this Civil Aviation Directive, the use of the male gender should be understood to include male and female persons.



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Table of Contents

1 GENERAL1-1

1.1 CITATION..... 1-1

1.2 APPLICABILITY 1-1

1.3 REVOCATION..... 1-2

1.4 DEFINITIONS 1-3

1.5 TERMS USED WITH A LIMITED MEANING..... 1-10

2 GENERAL PROVISIONS.....2-1

2.1 OBJECTIVE, DETERMINATION AND PROVISION OF METEOROLOGICAL SERVICE2-1

2.2 SUPPLY, USE, QUALITY MANAGEMENT AND INTERPRETATION OF METEOROLOGICAL INFORMATION 2-2

2.3 NOTIFICATIONS REQUIRED FROM OPERATORS 2-4

2.4 SAFETY MANAGEMENT 2-5

2.5 TECHNICAL PERSONNEL..... 2-5

2.6 DOCUMENTATIONS..... 2-5

2.7 RECORDS..... 2-5

3 WORLD AREA FORECAST SYSTEM AND METEOROLOGICAL OFFICES.....3-1

3.1 OBJECTIVE OF THE WORLD AREA FORECAST SYSTEM..... 3-1

3.2 WORLD AREA FORECAST CENTRES..... 3-1

3.3 AERODROME METEOROLOGICAL OFFICES 3-1

3.4 METEOROLOGICAL WATCH OFFICES..... 3-2

3.5 VOLCANIC ASH ADVISORY CENTRES 3-3

3.6 STATE VOLCANO OBSERVATORIES 3-4

3.7 TROPICAL CYCLONE ADVISORY CENTRES..... 3-4

4 METEOROLOGICAL OBSERVATIONS AND REPORTS4-1

4.1 AERONAUTICAL METEOROLOGICAL STATIONS AND OBSERVATIONS..... 4-1

4.2 AGREEMENT BETWEEN AIR TRAFFIC SERVICES AUTHORITIES AND METEOROLOGICAL AUTHORITIES 4-2

4.3 ROUTINE OBSERVATIONS AND REPORTS 4-3

4.4 SPECIAL OBSERVATIONS AND REPORTS 4-3

4.5 CONTENTS OF REPORTS 4-4

4.6 OBSERVING AND REPORTING METEOROLOGICAL ELEMENTS..... 4-4

4.7 REPORTING METEOROLOGICAL INFORMATION FROM AUTOMATIC OBSERVING SYSTEMS 4-7

4.8 OBSERVATIONS AND REPORTS OF VOLCANIC ACTIVITY 4-7

5 AIRCRAFT OBSERVATIONS AND REPORTS.....5-1

5.1 OBLIGATIONS OF STATES 5-1

5.2 TYPES OF AIRCRAFT OBSERVATIONS..... 5-1

5.3 ROUTINE AIRCRAFT OBSERVATIONS — DESIGNATION..... 5-1

5.4 ROUTINE AIRCRAFT OBSERVATIONS — EXEMPTIONS..... 5-1

5.5 SPECIAL AIRCRAFT OBSERVATIONS..... 5-2

5.6 OTHER NON-ROUTINE AIRCRAFT OBSERVATIONS..... 5-2

5.7 REPORTING OF AIRCRAFT OBSERVATIONS DURING FLIGHT 5-2

5.8 RELAY OF AIR-REPORTS BY AIR TRAFFIC SERVICES UNITS 5-2

5.9 RECORDING AND POST-FLIGHT REPORTING OF AIRCRAFT OBSERVATIONS OF VOLCANIC ACTIVITY 5-3

6 FORECASTS.....6-1

6.1 USE OF FORECASTS 6-1

6.2 AERODROME FORECASTS 6-1

6.3 LANDING FORECASTS..... 6-2

6.4 FORECASTS FOR TAKE-OFF..... 6-2



6.5	AREA FORECASTS FOR LOW-LEVEL FLIGHTS	6-3
7	SIGMET AND AIRMET INFORMATION, AERODROME WARNINGS AND WIND SHEAR WARNINGS AND ALERTS.....	7-1
7.1	SIGMET INFORMATION	7-1
7.2	AIRMET INFORMATION	7-1
7.3	AERODROME WARNINGS	7-2
7.4	WIND SHEAR WARNINGS AND ALERTS.....	7-2
8	AERONAUTICAL CLIMATOLOGICAL INFORMATION.....	8-1
8.1	GENERAL PROVISIONS	8-1
8.2	AERODROME CLIMATOLOGICAL TABLES.....	8-1
8.3	AERODROME CLIMATOLOGICAL SUMMARIES	8-1
8.4	COPIES OF METEOROLOGICAL OBSERVATIONAL DATA.....	8-2
9	SERVICE FOR OPERATORS AND FLIGHT CREW MEMBERS	9-1
9.1	GENERAL PROVISIONS	9-1
9.2	BRIEFING, CONSULTATION AND DISPLAY	9-3
9.3	FLIGHT DOCUMENTATION	9-4
9.4	AUTOMATED PRE-FLIGHT INFORMATION SYSTEMS FOR BRIEFING, CONSULTATION, FLIGHT PLANNING AND FLIGHT DOCUMENTATION.....	9-4
9.5	INFORMATION FOR AIRCRAFT IN FLIGHT	9-5
10	INFORMATION FOR AIR TRAFFIC SERVICES, SEARCH AND RESCUE SERVICES AND AERONAUTICAL INFORMATION SERVICES	10-1
10.1	INFORMATION FOR AIR TRAFFIC SERVICES UNITS	10-1
10.2	INFORMATION FOR SEARCH AND RESCUE SERVICES UNITS	10-1
10.3	INFORMATION FOR AERONAUTICAL INFORMATION SERVICES UNITS.....	10-1
11	REQUIREMENTS FOR AND USE OF COMMUNICATIONS.....	11-1
11.1	REQUIREMENTS FOR COMMUNICATIONS.....	11-1
11.2	USE OF AERONAUTICAL FIXED SERVICE COMMUNICATIONS AND THE PUBLIC INTERNET — METEOROLOGICAL BULLETINS 11-2	
11.3	USE OF AERONAUTICAL FIXED SERVICE COMMUNICATIONS — WORLD AREA FORECAST SYSTEM PRODUCTS	11-2
11.4	USE OF AERONAUTICAL MOBILE SERVICE COMMUNICATIONS	11-2
11.5	USE OF AERONAUTICAL DATA LINK SERVICE — CONTENTS OF D-VOLMET	11-3
11.6	USE OF AERONAUTICAL BROADCASTING SERVICE — CONTENTS OF VOLMET BROADCASTS.....	11-3

1 General

1.1 Citation

- 1.1.1 These Directives are the Civil Aviation Directive 3 – Meteorological Service for International Air Navigation (CAD 3 – MET), Issue 01/Revision 00, and comes into operation on 1 May 2021.
- 1.1.2 This Directive contains the standards, requirements and procedures pertaining to the provision of Meteorology. The standards and requirements in this Directive are based mainly on standards and recommended practices (SARPs) stipulated in International Civil Aviation Organization (ICAO) Annex 3 to the Chicago Convention – Meteorological Service for International Air Navigation (MET).
- 1.1.3 This CAD shall be read together with CAD 11 – Air Traffic Services (ATS).

1.2 Applicability

- 1.2.1 The standards specified in this CAD applies to meteorology service providers and air navigation service providers.
 - 1.2.1.1 This CAD specifies the national standards and requirements to be met by the MET authority and/or MET service provider.
 - 1.2.1.2 When the MET authority and/or MET service provider or is not able to comply with any standards specified or referenced in this CAD, the MET authority and/or MET service provider shall apply to the CEO for exemption or deviation from relevant standards. Application shall be submitted in writing supported with the reasons for such exemption or deviation including any safety assessment or other studies undertaken, and an indication of when compliance with the current standards can be expected.
 - 1.2.1.3 When the MET authority and/or MET service provider is not able to comply with any recommended practices specified or referenced in this Directive, the MET authority and/or MET service provider shall notify the CEO of the non-compliance or deviation with supporting reasons including any safety assessment or other studies undertaken, and where appropriate an indication of when compliance with the current recommended practices can be expected.
 - 1.2.1.4 Any exemption or deviation granted to the service provider shall be recorded in the MET authority and/or MET service provider operations manual. The MET authority and/or MET service provider operations manual shall also contain the details of the exemption or deviation including the reason that the exemption or deviation was requested and the limitations or conditions imposed.



1.3 Revocation

- 1.3.1 This CAD revokes Air Traffic Inspectorate Directives – Meteorology Edition 2, published on 15 April 2016.

1.4 Definitions

Note. — The designation (RR) in these definitions indicates a definition which has been extracted from the Radio Regulations of the International Telecommunication Union (ITU) (see Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies (ICAO Doc 9718)).

When the following terms are used in the Standards and Recommended Practices for Meteorological Service for International Air Navigation, they have the following meanings:

Aerodrome means defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome climatological summary means concise summary of specified meteorological elements at an aerodrome, based on statistical data.

Aerodrome climatological table means table providing statistical data on the observed occurrence of one or more meteorological elements at an aerodrome.

Aerodrome control tower means a unit established to provide air traffic control service to aerodrome traffic.

Aerodrome elevation means the elevation of the highest point of the landing area.

Aerodrome meteorological office means an office designated to provide meteorological service for aerodromes serving international air navigation.

Aerodrome reference point means the designated geographical location of an aerodrome.

Aeronautical fixed service (AFS) means a telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.

Aeronautical fixed telecommunication network (AFTN) means a worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

Aeronautical meteorological station means a station designated to make observations and meteorological reports for use in international air navigation.

Aeronautical mobile service (RR S1.32) means a mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.

Aeronautical telecommunication station means a station in the aeronautical telecommunication service.

Aircraft means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft observation means the evaluation of one or more meteorological elements made from an aircraft in flight.

AIRMET information means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may

affect the safety of low-level aircraft operations and which was not already included in the forecast issued for low-level flights in the flight information region concerned or sub-area thereof.

Air-report means a report from an aircraft in flight prepared in conformity with requirements for position, and operational and/or meteorological reporting.

Note. — Details of the AIREP form are given in the CAD 11 – Air Traffic Management.

Air traffic services unit means generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

Alternate aerodrome means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

Take-off alternate means an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure.

En-route alternate means an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.

Destination alternate means an alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Note. — The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.

Altitude means the vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

Approach control unit means a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Appropriate ATS authority means the relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

Area control centre means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

Area navigation (RNAV) means a method of navigation which permits aircraft operations on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note. — Area navigation includes performance-based navigation as well as other operations, that do not meet the definition of performance-based navigation.

Automatic dependent surveillance — contract (ADS-C) means a means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

Briefing means oral commentary on existing and/or expected meteorological conditions.

Cloud of operational significance means a cloud with the height of cloud base below 1 500 m (5 000 ft) or below the highest minimum sector altitude, whichever is greater, or a cumulonimbus cloud or a towering cumulus cloud at any height.

Consultation means discussion with a meteorologist or another qualified person of existing and/or expected meteorological conditions relating to flight operations; a discussion includes answers to questions.

Control area means a controlled airspace extending upwards from a specified limit above the earth.

Cruising level a level maintained during a significant portion of a flight.

Elevation means the vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

Extended range operation means any flight by an aeroplane with two turbine engines where the flight time at the one engine inoperative cruise speed (in ISA and still air conditions), from a point on the route to an adequate alternate aerodrome, is greater than the threshold time approved by the State of the Operator.

Flight crew member means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Flight documentation means written or printed documents, including charts or forms, containing meteorological information for a flight.

Flight information centre means a unit established to provide flight information service and alerting service.

Flight information region means an airspace of defined dimensions within which flight information service and alerting service are provided.

Flight level means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals.

Note 1. — A pressure type altimeter calibrated in accordance with the Standard Atmosphere:

when set to a QNH altimeter setting, will indicate altitude;

when set to a QFE altimeter setting, will indicate height above the QFE reference datum;

when set to a pressure of 1 013.2 hPa, may be used to indicate flight levels.

Note 2. — The terms “height” and “altitude”, used in Note 1, indicate altimetric rather than geometric heights and altitudes.

Forecast means a statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

GAMET area forecast means an area forecast in abbreviated plain language for low-level flights for a flight information region or sub-area thereof, prepared by the meteorological office designated by the meteorological authority concerned and exchanged with meteorological offices in adjacent flight information regions, as agreed between the meteorological authorities concerned.

Grid point data in digital form means computer processed meteorological data for a set of regularly spaced points on a chart, for transmission from a meteorological computer to another computer in a code form suitable for automated use.

Note. — *In most cases, such data are transmitted on medium- or high-speed telecommunications channels.*

Height means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

Human Factors principles means principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

International airways volcano watch (IAVW) means international arrangements for monitoring and providing warnings to aircraft of volcanic ash in the atmosphere.

Note. — *The IAVW is based on the cooperation of aviation and non-aviation operational units using information derived from observing sources and networks that are provided by States. The watch is coordinated by ICAO with the cooperation of other concerned international organisations.*

Level means a generic term relating to the vertical position of an aircraft in flight and meaning variously height, altitude or flight level.

Meteorological authority means the authority providing or arranging for the provision of meteorological service for international air navigation on behalf of a Contracting State.

Meteorological bulletin means a text comprising meteorological information preceded by an appropriate heading.

Meteorological information means meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

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

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

Meteorological satellite means an artificial Earth satellite making meteorological observations and transmitting these observations to Earth.

Meteorological watch office (MWO) means an office designated to provide information concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations within its specified area of responsibility.

Minimum sector altitude means the lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centred on a radio aid to navigation.

Navigation specification means a set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications:

Required navigation performance (RNP) specification means a navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.

Area navigation (RNAV) specification means a navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1.

Note. — *The Performance-based Navigation (PBN) Manual (ICAO Doc 9613), Volume II, contains detailed guidance on navigation specifications.*

Observation (meteorological) means the evaluation of one or more meteorological elements.

Operational control means the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of the flight.

Operational flight plan means the operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.

Operational planning means the planning of flight operations by an operator.

Operator means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation.

Performance-based navigation (PBN) means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

Note. — *Performance requirements are expressed in navigation specification (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.*

Pilot-in-command means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Prevailing visibility means the greatest visibility value, observed in accordance with the definition of "visibility", which is reached within at least half the horizon circle or within at least half of the surface of the aerodrome. These areas could comprise contiguous or non-contiguous sectors.

Note. — *This value may be assessed by human observation and/or instrumented systems. When instruments are installed, they are used to obtain the best estimate of the prevailing visibility.*

Prognostic chart means a forecast of a specified meteorological element(s) for a specified time or period and a specified surface or portion of airspace, depicted graphically on a chart.

Quality assurance means part of quality management focused on providing confidence that quality requirements will be fulfilled (ISO 9000*).

Quality control means part of quality management focused on fulfilling quality requirements (ISO 9000*).

Quality management means coordinated activities to direct and control an organisation with regard to quality (ISO 9000*).

* ISO Standard 9000 — *Quality Management Systems — Fundamentals and Vocabulary*.

Regional air navigation agreement means agreement approved by the Council of ICAO normally on the advice of a regional air navigation meeting.

Reporting point means a specified geographical location in relation to which the position of an aircraft can be reported.

Rescue coordination centre means a unit responsible for promoting efficient organisation of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

Runway means a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway visual range (RVR) means the range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

Search and rescue services unit means a generic term meaning, as the case may be, rescue coordination centre, rescue subcentre or alerting post.

SIGMET information means information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations.

Standard isobaric surface means an isobaric surface used on a worldwide basis for representing and analysing the conditions in the atmosphere.

State volcano observatory means a volcano observatory, designated by regional air navigation agreement, to monitor active or potentially active volcanoes within a State and to provide information on volcanic activity to its associated area control centre/flight information centre, meteorological watch office and volcanic ash advisory centre.

Threshold means the beginning of that portion of the runway usable for landing.

Touchdown zone means the portion of a runway, beyond the threshold, where it is intended landing aeroplanes first contact the runway.

Tropical cyclone means a generic term for a non-frontal synoptic-scale cyclone originating over tropical or sub-tropical waters with organised convection and definite cyclonic surface wind circulation.

Tropical cyclone advisory centre (TCAC) means a meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, world area forecast centres and international OPMET databanks regarding the position, forecast direction and speed of movement, central pressure and maximum surface wind of tropical cyclones.

Upper-air chart means a meteorological chart relating to a specified upper-air surface or layer of the atmosphere.

Visibility means visibility for aeronautical purposes is the greater of:

the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background;

the greatest distance at which lights in the vicinity of 1 000 candelas can be seen and identified against an unlit background.

Note. — *The two distances have different values in air of a given extinction coefficient, and the latter b) varies with the background illumination. The former a) is represented by the meteorological optical range (MOR).*

Volcanic ash advisory centre (VAAC) means a meteorological centre designated by regional air navigation agreement to provide advisory information to meteorological watch offices, area control centres, flight information centres, world area forecast centres and international OPMET databanks regarding the lateral and vertical extent and forecast movement of volcanic ash in the atmosphere following volcanic eruptions.

VOLMET means meteorological information for aircraft in flight.

Data link-VOLMET (D-VOLMET) means provision of current aerodrome routine meteorological reports (METAR) and aerodrome special meteorological reports (SPECI), aerodrome forecasts (TAF), SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET via data link.

VOLMET broadcast means provision, as appropriate, of current METAR, SPECI, TAF and SIGMET by means of continuous and repetitive voice broadcasts.

World area forecast centre (WAFc) means a meteorological centre designated to prepare and issue significant weather forecasts and upper-air forecasts in digital form on a global basis direct to States using the aeronautical fixed service Internet based services.

World area forecast system (WAFS) means a worldwide system by which world area forecast centres provide aeronautical meteorological en-route forecasts in uniform standardised formats.

1.5 Terms used with a limited meaning

1.5.1 For the purpose of this CAD, the following terms are used with a limited meaning as indicated below:

- a) to avoid confusion in respect of the term “service” between the meteorological service considered as an administrative entity and the service which is provided, “meteorological authority” is used for the former and “service” for the latter;
- b) “provide” is used solely in connection with the provision of service;
- c) “issue” is used solely in connection with cases where the obligation specifically extends to sending out the information to a user;
- d) “make available” is used solely in connection with cases where the obligation ends with making the information accessible to a user; and
- e) “supply” is used solely in connection with cases where either c) or d) applies.

2 General Provisions

2.1 Objective, determination and provision of meteorological service

2.1.1 The objective of meteorological service for international air navigation shall be to contribute towards the safety, regularity and efficiency of international air navigation.

2.1.2 This objective shall be achieved by supplying the following users: operators, flight crew members, air traffic services units, search and rescue services units, airport managements and others concerned with the conduct or development of international air navigation, with the meteorological information necessary for the performance of their respective functions.

2.1.3 This document prescribes the meteorological services to be provided by the designated meteorological (MET) service provider to meet the needs of international air navigation. The meteorological services are made in accordance with the provisions of Annex 3 and with due regard to the Asia Pacific regional air navigation agreements. It shall include the determination of the meteorological service to be provided for international air navigation over international waters and other areas which lie outside the territory of Malaysia.

2.1.4 The Malaysian Meteorological Department shall arrange for the provision of meteorological services for international air navigation.

2.1.5 The MET Service provider shall comply with the requirements of the World Meteorological Organization in respect of qualifications and training of meteorological personnel providing service for international air navigation.

Note. — Requirements concerning qualifications and training of meteorological personnel in aeronautical meteorology are given in WMO Publication No. 49, Technical Regulations, Volume I — General Meteorological Standards and Recommended Practices, Chapter B.4 — Education and Training.

2.1.6 This document is prepared with the primary objective of ensuring that the MET Service provider maintains a high level of safety standards and is based on the related ICAO Standard and recommended practices (SARPs). Other than ICAO Annex 3 - Meteorological Service for International Air Navigation, the ICAO SARPs on MET related issues are:

- a) Annex 11: Air Traffic Services;
- b) Annex 12: Search and Rescue;
- c) Annex 15: Aeronautical Information Services; and
- d) Annex 19: Safety Management.

- 2.1.7 References are also made to ICAO documents including:
- a) ICAO Doc 4444: Air Traffic Management
 - b) ICAO Doc 8896: Manual of Aeronautical Meteorological Practice
 - c) ICAO Doc 9377 — Manual on Coordination between Air Traffic Services,
 - d) Aeronautical Information Services and Aeronautical Meteorological Services
 - e) ICAO Doc 9734 — Safety Oversight Manual
 - f) ICAO Doc 9817 — Manual on Low-level Wind Shear
 - g) ICAO Doc 9859 — Safety Management Manual (SMM)

2.2 Supply, use, quality management and interpretation of meteorological information

2.2.1 Close liaison shall be maintained between those concerned with the supply and those concerned with the use of meteorological information on matters which affect the provision of meteorological service for international air navigation.

2.2.2 The MET Service Provider shall establish and implement a properly organised quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the users listed in 2.1.2.

2.2.3 The quality system established in accordance with 2.2.2 should be in conformity with the International Organization for Standardization (ISO) 9000 series of quality assurance standards and should be certified by an approved organisation.

Note. — The International Organization for Standardization (ISO) 9000 series of quality assurance standards provide a basic framework for the development of a quality assurance programme. The details of a successful programme are to be formulated by each State and in most cases are unique to the State organisation. Guidance on the establishment and implementation of a quality system is given in the ICAO Manual on the Quality Management System for the Provision of Meteorological Service to International Air Navigation (ICAO Doc 9873).

2.2.4 Where applicable, the quality system shall provide the users with assurance that the meteorological information supplied complies with the stated requirements in terms of the geographical and spatial coverage, format and content, time and frequency of issuance and period of validity, as well as the accuracy of measurements, observations and forecasts. When the quality system indicates that meteorological information to be supplied to the users does not comply with the stated requirements, and automatic error correction procedures are not appropriate, such information should not be supplied to the users unless it is validated with the originator.

Note. — Requirements concerning the geographical and spatial coverage, format and content, time and frequency of issuance and period of validity of meteorological information to be supplied to aeronautical users are given in Chapters 3, 4, 6, 7, 8, 9 and 10 of this CAD and Appendices 2, 3, 5, 6, 7, 8 and 9 and the relevant regional air navigation plans. Guidance concerning the accuracy of measurement and observation, and accuracy of forecasts is given in Attachments A and B, respectively.

- 2.2.5 In regard to the exchange of meteorological information for operational purposes, the quality system shall include verification and validation procedures and resources for monitoring adherence to the prescribed transmission schedules for individual messages and/or bulletins required to be exchanged, and the times of their filing for transmission. Where applicable, the quality system shall be capable of detecting excessive transit times of messages and bulletins received.

Note. — Requirements concerning the exchange of operational meteorological information are given in Chapter 11 and Appendix 10.

- 2.2.6 Demonstration of compliance of the quality system applied shall be by audit. If nonconformity of the system is identified, action shall be initiated to determine and correct the cause. All audit observations shall be evidenced and properly documented.

- 2.2.7 Owing to the variability of meteorological elements in space and time, to limitations of observing techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a report shall be understood by the recipient to be the best approximation of the actual conditions at the time of observation.

Note. — Guidance on the operationally desirable accuracy of measurement or observation is given in Attachment A.

- 2.2.8 Owing to the variability of meteorological elements in space and time, to limitations of forecasting techniques and to limitations caused by the definitions of some of the elements, the specific value of any of the elements given in a forecast shall be understood by the recipient to be the most probable value which the element is likely to assume during the period of the forecast. Similarly, when the time of occurrence or change of an element is given in a forecast, this time shall be understood to be the most probable time.

Note. — Guidance on the operationally desirable accuracy of forecasts is given in Attachment B.

- 2.2.9 The meteorological information supplied to the users listed in 2.1.2 shall be consistent with Human Factors principles and shall be in forms which require a minimum of interpretation by these users, as specified in the following chapters.

Note. — Guidance material on the application of Human Factors principles can be found in the ICAO Human Factors Training Manual (ICAO Doc 9683).

2.3 Notifications required from operators

2.3.1 An operator requiring meteorological service or changes in existing meteorological service shall notify, sufficiently in advance, the meteorological authority or the aerodrome meteorological office concerned. The minimum amount of advance notice required shall be as agreed between the meteorological authority or aerodrome meteorological office and the operator concerned.

2.3.2 The meteorological authority shall be notified by the operator requiring service when:

- a) new routes or new types of operations are planned;
- b) changes of a lasting character are to be made in scheduled operations; and
- c) other changes, affecting the provision of meteorological service, are planned.

Such information shall contain all details necessary for the planning of appropriate arrangements by the meteorological authority.

2.3.3 The operator or a flight crew member shall ensure that, where required by the meteorological authority in consultation with users, the aerodrome meteorological office concerned is notified:

- a) of flight schedules;
- b) when non-scheduled flights are to be operated; and
- c) when flights are delayed, advanced or cancelled.

2.3.4 When required, the notification to the aerodrome meteorological office of individual flights shall contain the following information except that, in the case of scheduled flights, the requirement for some or all of this information may be waived as agreed between the aerodrome meteorological office and the operator concerned:

- a) aerodrome of departure and estimated time of departure;
- b) destination and estimated time of arrival;
- c) route to be flown and estimated times of arrival at, and departure from, any intermediate aerodrome(s);
- d) alternate aerodromes needed to complete the operational flight plan and taken from the relevant list contained in the regional air navigation plan;
- e) cruising level;
- f) type of flight, whether under visual or instrument flight rules;
- g) type of meteorological information requested for a flight crew member, whether flight documentation and/or briefing or consultation; and

- h) time(s) at which briefing, consultation and/or flight documentation are required.

2.4 Safety Management

- 2.4.1 In accordance with CAD 11 and CAD 19, air traffic service (ATS) providers shall implement a safety management system (SMS) which commensurate the size and complexity of its services.
- 2.4.2 The scope of an ATS SMS shall include MET services with aspects under which have direct operational implication to flight safety.
- 2.4.3 The MET service provider is responsible for SMS activities including:
 - a) responding to queries and providing reports including safety related data and records for the ATS providers and regulators; and
 - b) participate in ATS SMS safety assessments and safety reviews, when required.

2.5 Technical Personnel

- 2.5.1 With respect to the qualification and training of meteorological personnel in 2.1.5, MET service provider shall establish a training programme for its technical personnel including, when applicable, initial, recurrent and specialised training.
- 2.5.2 A job description shall be developed for the MET technical staff.

2.6 Documentations

- 2.6.1 MET service provider shall ensure that relevant documents and other technical and regulatory publications are readily available to all MET technical staff.
- 2.6.2 A technical library should be available, to include any method to ensure receipt, control and distribution of the necessary technical documentation. The library shall be kept and maintained to ensure the currency of the documentations.
- 2.6.3 MET authority and MET service provider shall ensure that the relevant MET data in Malaysia Aeronautical Information Publication are current and up-to-date.

2.7 Records

- 2.7.1 The MET service provider shall maintain documents and records of operation and maintenance of the service for safety oversight. These documents shall include:
 - a) record of malfunction or fault of critical safety facilities and equipment;
 - b) record of training programme and plan for each staff; and



- c) record and copy of certificates of all related trainings for each staff including where applicable, initial, OJT, recurrent and specialised training.

3 World Area Forecast System and Meteorological Offices

Note. — Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 2.

3.1 Objective of the world area forecast system

3.1.1 The objective of the world area forecast system shall be to supply meteorological authorities and other users with global aeronautical meteorological en-route forecasts in digital form. This objective shall be achieved through a comprehensive, integrated, worldwide and, as far as practicable, uniform system, and in a cost-effective manner, taking full advantage of evolving technologies.

3.2 World area forecast centres

3.2.1 ICAO stipulates in Chapter 3 of the Annex 3 the products and services required of the Contracting State having accepted the responsibility for providing a WAFC within the framework of the world area forecast system.

3.2.2 The two WAFC are the London MET Office and the NOAA Washington. In case of interruption of the operation of a WAFC, its functions shall be carried out by the other WAFC.

3.2.3 The standards in CAD Chapter 3.2 is not applicable to Malaysia as Malaysia is not providing a WAFC however, the MET service provider shall be familiar with the roles and functions of WAFCs so as to be able to establish communication with them and use the products or services effectively.

3.3 Aerodrome meteorological offices

3.3.1 The MET service provider shall establish one or more aerodrome and/or other meteorological offices which shall be adequate for the provision of the meteorological service required to satisfy the needs of international air navigation.

3.3.2 An aerodrome meteorological office shall carry out all or some of the following functions as necessary to meet the needs of flight operations at the aerodrome:

- a) prepare and/or obtain forecasts and other relevant information for flights with which it is concerned; the extent of its responsibilities to prepare forecasts shall be related to the local availability and use of en-route and aerodrome forecast material received from other offices;
- b) prepare and/or obtain forecasts of local meteorological conditions;
- c) maintain a continuous survey of meteorological conditions over the aerodromes for which it is designated to prepare forecasts;
- d) provide briefing, consultation and flight documentation to flight crew members and/or other flight operations personnel;

- e) supply other meteorological information to aeronautical users;
- f) display the available meteorological information;
- g) exchange meteorological information with other aerodrome meteorological offices; and
- h) supply information received on pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud, to its associated air traffic services unit, aeronautical information service unit and meteorological watch office as agreed between the meteorological, aeronautical information service and ATS authorities concerned.

3.3.3 The aerodromes for which landing forecasts are required shall be determined by regional air navigation agreement.

3.3.4 For an aerodrome without an aerodrome meteorological office located at the aerodrome:

- a) the meteorological authority concerned shall designate one or more aerodrome meteorological office(s) to supply meteorological information as required; and
- b) the competent authorities shall establish means by which such information can be supplied to the aerodromes concerned.

3.4 Meteorological watch offices

3.4.1 The Kuala Lumpur and Kota Kinabalu MET Offices are also assigned as the Meteorological Watch Offices (MWOs) for Kuala Lumpur and Kota Kinabalu Flight Information Regions (FIRs) respectively.

3.4.2 A meteorological watch office shall:

- a) maintain continuous watch over meteorological conditions affecting flight operations within its area of responsibility;
- b) prepare SIGMET and other information relating to its area of responsibility;
- c) supply SIGMET information and, as required, other meteorological information to associated air traffic services units;
- d) disseminate SIGMET information;
- e) when required by regional air navigation agreement, in accordance with 7.2.1:
 - 1) prepare AIRMET information related to its area of responsibility;
 - 2) supply AIRMET information to associated air traffic services units; and
 - 3) disseminate AIRMET information;
- f) supply information received on pre-eruption volcanic activity, a volcanic eruption and volcanic ash cloud for which a SIGMET has not already been

issued, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to its associated VAAC as determined by regional air navigation agreement; and

- g) supply information received concerning the release of radioactive materials into the atmosphere, in the area for which it maintains watch or adjacent areas, to its associated ACC/FIC, as agreed between the meteorological and ATS authorities concerned, and to aeronautical information service units, as agreed between the meteorological and appropriate civil aviation authorities concerned. The information shall comprise location, date and time of the release, and forecast trajectories of the radioactive materials.

Note. — The information is provided by WMO regional specialised meteorological centres (RSMC) for the provision of transport model products for radiological environmental emergency response, at the request of the delegated authority of the State in which the radioactive material was released into the atmosphere, or the International Atomic Energy Agency (IAEA).

The information is sent by the RSMC to a single contact point of the national meteorological service in each State. This contact point has the responsibility of redistributing the RSMC products within the State concerned. Furthermore, the information is provided by IAEA to RSMC co-located with VAAC London (designated as the focal point) which in turn notifies the ACCs/FICs concerned about the release.

- 3.4.3 The boundaries of the areas over which meteorological watch are to be maintained by Kuala Lumpur and Kota Kinabalu MWO are the Kuala Lumpur and Kota Kinabalu Flight Information Regions (FIRs) respectively.

3.5 Volcanic ash advisory centres

- 3.5.1 ICAO stipulates in Chapter 3 of the Annex 3 the products and services required of the Contracting State having accepted, by regional air navigation agreement, the responsibility for providing a VAAC within the framework of the international airways volcano watch.

- 3.5.2 In case of interruption of the operation of a VAAC, its functions shall be carried out by another VAAC or another meteorological centre, as designated by the VAAC Provider State concerned.

Note. — Back-up procedures to be used in case of interruption of the operation of a VAAC are included in the ICAO Handbook on the International Airways Volcano Watch (IAVW) (ICAO Doc 9766).

- 3.5.3 The standards in CAD 3 Chapter 3.5 is not applicable to Malaysia as Malaysia is not providing a WAFC, however, the MET service provider shall be familiar with the roles and functions of VAACs so as to be able to establish communication with them and use the products or services effectively.

3.6 State volcano observatories

- 3.6.1 ICAO stipulates in Chapter 3 of the Annex 3 the products and services required of the Contracting States with active or potentially active volcanoes.
- 3.6.2 The MET service provider shall be familiar with the roles and functions of volcano observatories in the region so as to be able to establish communication with them and use the products or services effectively.

3.7 Tropical cyclone advisory centres

- 3.7.1 ICAO stipulates in Chapter 3 of the Annex 3 the products and services required of the Contracting State having accepted, by regional air navigation agreement, the responsibility for providing a TCAC.
- 3.7.2 The standards in CAD 3 Chapter 3.7 is not applicable to Malaysia as Malaysia is not providing a TCAC however, the MET service provider shall be familiar with the roles and functions of TCACs so as to be able to establish communication with them and use the products or services effectively.

4 Meteorological Observations and Reports

Note. — Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 3.

4.1 Aeronautical meteorological stations and observations.

4.1.1 The MET service provider shall establish, at aerodromes in Malaysia, such aeronautical meteorological stations as it determines to be necessary. An aeronautical meteorological station may be a separate station or may be combined with a synoptic station.

Note. — Aeronautical meteorological stations may include sensors installed outside the aerodrome, where considered justified, by the meteorological authority to ensure the compliance of meteorological service for international air navigation with the provisions of this CAD.

4.1.2 Where applicable, MET authority shall establish, or arrange for the establishment of, aeronautical meteorological stations on offshore structures or at other points of significance in support of helicopter operations to offshore structures, if required by regional air navigation agreement.

4.1.3 Aeronautical meteorological stations shall make routine observations at fixed intervals. At aerodromes, the routine observations shall be supplemented by special observations whenever specified changes occur in respect of surface wind, visibility, runway visual range, present weather, clouds and/or air temperature.

4.1.4 Meteorological authority shall arrange for its aeronautical meteorological stations to be inspected at sufficiently frequent intervals to ensure that a high standard of observation is maintained, that instruments and all their indicators are functioning correctly, and that the exposure of the instruments has not changed significantly.

Note. — Guidance on the inspection of aeronautical meteorological stations including the frequency of inspections is given in the ICAO Manual on Automatic Meteorological Observing Systems at Aerodromes (ICAO Doc 9837).

4.1.5 At aerodromes with runways intended for Category II and III instrument approach and landing operations, automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure shall be installed to support approach and landing and take-off operations. These devices shall be integrated automatic systems for acquisition, processing, dissemination and display in real time of the meteorological parameters affecting landing and takeoff operations. The design of integrated automatic systems shall observe Human Factors principles and include back-up procedures.

Note 1. — Categories of precision approach and landing operations are defined in CAD 6, Part I.

Note 2. — Guidance material on the application of Human Factors principles can be found in the ICAO Human Factors Training Manual (ICAO Doc 9683).

- 4.1.6 At aerodromes with runways intended for Category I instrument approach and landing operations, automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure shall be installed to support approach and landing and take-off operations. Where applicable, these devices shall be integrated automatic systems for acquisition, processing, dissemination and display in real time of the meteorological parameters affecting landing and take-off operations. The design of integrated automatic systems shall observe Human Factors principles and include back-up procedures.
- 4.1.7 Where an integrated semi-automatic system is used for the dissemination/display of meteorological information, it shall be capable of accepting the manual insertion of data covering those meteorological elements which cannot be observed by automatic means.
- 4.1.8 The observations shall form the basis for the preparation of reports to be disseminated at the aerodrome of origin and of reports to be disseminated beyond the aerodrome of origin.

4.2 Agreement between air traffic services authorities and meteorological authorities

An agreement between the meteorological authority and the appropriate ATS authority shall be established to cover, amongst other things:

- a) the provision in air traffic services units of displays related to integrated automatic systems;
- b) the calibration and maintenance of these displays/instruments;
- c) the use to be made of these displays/instruments by air traffic services personnel;
- d) as and where necessary, supplementary visual observations (for example, of meteorological phenomena of operational significance in the climb-out and approach areas) if and when made by air traffic services personnel to update or supplement the information supplied by the meteorological station;
- e) meteorological information obtained from aircraft taking off or landing (for example, on wind shear); and
- f) if available, meteorological information obtained from ground weather radar.

Note. — Guidance on the subject of coordination between ATS and aeronautical meteorological services is contained in the ICAO Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services (ICAO Doc 9377).

4.3 Routine observations and reports

4.3.1 At aerodromes, routine observations shall be made throughout the 24 hours of each day, unless otherwise agreed between the meteorological authority, the appropriate ATS authority and the operator concerned. Such observations shall be made at intervals of one hour or, if so determined by regional air navigation agreement, at intervals of one half-hour. At other aeronautical meteorological stations, such observations shall be made as determined by the meteorological authority taking into account the requirements of air traffic services units and aircraft operations.

4.3.2 Reports of routine observations shall be issued as:

- a) local routine reports, only for dissemination at the aerodrome of origin (intended for arriving and departing aircraft); and
- b) METAR for dissemination beyond the aerodrome of origin (mainly intended for flight planning, VOLMET broadcasts and D-VOLMET).

Note. — Meteorological information used in ATIS (voice-ATIS and D-ATIS) is to be extracted from the local routine report, in accordance with CAD 11 Air Traffic Services, 4.3.6.1 g).

4.3.3 At aerodromes that are not operational throughout 24 hours in accordance with 4.3.1, METAR shall be issued prior to the aerodrome resuming operations in accordance with regional air navigation agreement.

4.4 Special observations and reports

4.4.1 A list of criteria for special observations shall be established by the meteorological authority, in consultation with the appropriate ATS authority, operators and others concerned.

4.4.2 Reports of special observations shall be issued as:

- a) local special reports, only for dissemination at the aerodrome of origin (intended for arriving and departing aircraft); and
- b) SPECI for dissemination beyond the aerodrome of origin (mainly intended for flight planning, VOLMET broadcasts and D-VOLMET) unless METAR are issued at half-hourly intervals.

Note. — Meteorological information used in ATIS (voice-ATIS and D-ATIS) is to be extracted from the local special report, in accordance with CAD 11, 4.3.6.1 g).

- 4.4.3 At aerodromes that are not operational throughout 24 hours in accordance with 4.3.1, following the resumption of the issuance of METAR, SPECI shall be issued, as necessary.

4.5 Contents of reports

- 4.5.1 Local routine reports, local special reports, METAR and SPECI shall contain the following elements in the order indicated:
- a) identification of the type of report;
 - b) location indicator;
 - c) time of the observation;
 - d) identification of an automated or missing report, when applicable;
 - e) surface wind direction and speed;
 - f) visibility;
 - g) runway visual range, when applicable;
 - h) present weather;
 - i) cloud amount, cloud type (only for cumulonimbus and towering cumulus clouds) and height of cloud base or, where measured, vertical visibility;
 - j) air temperature and dew-point temperature; and
 - k) QNH and, when applicable, QFE (QFE included only in local routine and special reports).

Note. — The location indicators referred to under b) and their significations are published in ICAO Location Indicators (ICAO Doc 7910).

- 4.5.2 Where applicable, in addition to elements listed under 4.5.1 a) to k), local routine reports, local special reports, METAR and SPECI shall contain supplementary information to be placed after element k).
- 4.5.3 Optional elements included under supplementary information shall be included in METAR and SPECI in accordance with regional air navigation agreement.

4.6 Observing and reporting meteorological elements

4.6.1 Surface wind

- 4.6.1.1 The mean direction and the mean speed of the surface wind shall be measured, as well as significant variations of the wind direction and speed, and reported in degrees true and metres per second (or knots), respectively.
- 4.6.1.2 Where applicable, when local routine and special reports are used for departing aircraft, the surface wind observations for these reports shall be representative

of conditions along the runway; when local routine and special reports are used for arriving aircraft, the surface wind observations for these reports shall be representative of the touchdown zone.

- 4.6.1.3 For METAR and SPECI, the surface wind observations shall be representative of conditions above the whole runway where there is only one runway and the whole runway complex where there is more than one runway.

4.6.2 Visibility

- 4.6.2.1 The visibility as defined in Chapter 1 shall be measured or observed, and reported in metres or kilometres.

Note. — *Guidance on the conversion of instrument readings into visibility is given in Attachment D.*

- 4.6.2.2 Where applicable, when local routine and special reports are used for departing aircraft, the visibility observations for these reports shall be representative of conditions along the runway; when local routine and special reports are used for arriving aircraft, the visibility observations for these reports shall be representative of the touchdown zone of the runway.

- 4.6.2.3 For METAR and SPECI, the visibility observations shall be representative of the aerodrome.

4.6.3 Runway visual range

Note. — *Guidance on the subject of runway visual range is contained in the ICAO Manual of Runway Visual Range Observing and Reporting Practices (ICAO Doc 9328).*

- 4.6.3.1 Runway visual range as defined in Chapter 1 shall be assessed on all runways intended for Category II and III instrument approach and landing operations.

- 4.6.3.2 Where applicable, runway visual range as defined in Chapter 1 shall be assessed on all runways intended for use during periods of reduced visibility, including:

- a) precision approach runways intended for Category I instrument approach and landing operations; and
- b) runways used for take-off and having high-intensity edge lights and/or centre line lights.

Note. — *Precision approach runways are defined in CAD 14, Volume I, Chapter 1, under “Instrument runway”.*

- 4.6.3.3 The runway visual range, assessed in accordance with 4.6.3.1 and 4.6.3.2, shall be reported in metres throughout periods when either the visibility or the runway visual range is less than 1 500 m.

- 4.6.3.4 Runway visual range assessments shall be representative of:
- a) the touchdown zone of the runway intended for non-precision or Category I instrument approach and landing operations;
 - b) the touchdown zone and the mid-point of the runway intended for Category II instrument approach and landing operations; and
 - c) the touchdown zone, the mid-point and stop-end of the runway intended for Category III instrument approach and landing operations.
- 4.6.3.5 The units providing air traffic service and aeronautical information service for an aerodrome shall be kept informed without delay of changes in the serviceability status of the automated equipment used for assessing runway visual range.
- 4.6.4 Present weather
- a) The present weather occurring at the aerodrome shall be observed and reported as necessary. The following present weather phenomena shall be identified, as a minimum: rain, drizzle, snow and freezing precipitation (including intensity thereof), haze, mist, fog, freezing fog and thunderstorms (including thunderstorms in the vicinity).
 - b) For local routine and special reports, the present weather information shall be representative of conditions at the aerodrome.
 - c) For METAR and SPECI, the present weather information shall be representative of conditions at the aerodrome and, for certain specified present weather phenomena, in its vicinity.
- 4.6.5 Clouds
- 4.6.5.1 Cloud amount, cloud type and height of cloud base shall be observed and reported as necessary to describe the clouds of operational significance. When the sky is obscured, vertical visibility shall be observed and reported, where measured, in lieu of cloud amount, cloud type and height of cloud base. The height of cloud base and vertical visibility shall be reported in metres (or feet).
- 4.6.5.2 Cloud observations for local routine and special reports shall be representative of the runway threshold(s) in use.
- 4.6.5.3 Cloud observations for METAR and SPECI shall be representative of the aerodrome and its vicinity.
- 4.6.6 Air temperature and dew-point temperature
- 4.6.6.1 The air temperature and the dew-point temperature shall be measured and reported in degrees Celsius.

- 4.6.6.2 Where applicable, observations of air temperature and dew-point temperature for local routine reports, local special reports, METAR and SPECI shall be representative of the whole runway complex.
- 4.6.7 Atmospheric pressure
- 4.6.7.1 The atmospheric pressure shall be measured, and QNH and QFE values shall be computed and reported in hectopascals.
- 4.6.8 Supplementary information
- 4.6.8.1 Observations made at aerodromes shall include the available supplementary information concerning significant meteorological conditions, particularly those in the approach and climb-out areas. Where practicable, the information shall identify the location of the meteorological condition.

4.7 Reporting meteorological information from automatic observing systems

- 4.7.1 Where applicable, METAR and SPECI from automatic observing systems shall be used by MET service provider in a position to do so during non-operational hours of the aerodrome, and during operational hours of the aerodrome as determined by the meteorological authority in consultation with users based on the availability and efficient use of personnel.
- Note. — Guidance on the use of automatic meteorological observing systems is given in the ICAO Manual on Automatic Meteorological Observing Systems at Aerodromes (ICAO Doc 9837).*
- 4.7.2 Where applicable, local routine and special reports from automatic observing systems shall be used by MET service provider in a position to do so during operational hours of the aerodrome as determined by the meteorological authority in consultation with users based on the availability and efficient use of personnel.
- 4.7.3 Local routine reports, local special reports, METAR and SPECI from automatic observing systems shall be identified with the word “AUTO”.

4.8 Observations and reports of volcanic activity

ICAO stipulates in Chapter 4 of the Annex 3 the recommendation on the observations and reports of volcanic activities. Malaysia has no volcanic activities however the MET service provider, associated air traffic service provider and aeronautical information service provider shall be familiar with the reports of volcanic activities so as to take the correct actions when receiving such reports.



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5 Aircraft Observations and Reports

Note. — Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 4.

5.1 Obligations of States

5.1.1 The air operators, air traffic service providers and MET service providers arrange, according to the provisions of this chapter, for observations to be made by aircraft registered in Malaysia operating on international air routes and for the recording and reporting of these observations.

5.2 Types of aircraft observations

5.2.1 The following aircraft observations shall be made:

- a) routine aircraft observations during en-route and climb-out phases of the flight; and
- b) special and other non-routine aircraft observations during any phase of the flight.

5.3 Routine aircraft observations — designation

5.3.1 Where applicable, when air-ground data link is used and automatic dependent surveillance - contract (ADS-C) or secondary surveillance radar (SSR) Mode S is being applied, automated routine observations shall be made every 15 minutes during the en-route phase and every 30 seconds during the climb-out phase for the first 10 minutes of the flight.

5.3.2 Where applicable, for helicopter operations to and from aerodromes on offshore structures, routine observations shall be made from helicopters at points and times as agreed between the meteorological authorities and the helicopter operators concerned.

5.3.3 In the case of air routes with high-density air traffic (e.g. organised tracks), an aircraft from among the aircraft operating at each flight level shall be designated, at approximately hourly intervals, to make routine observations in accordance with 5.3.1. The designation procedures shall be in accordance with regional air navigation agreement.

5.3.4 In the case of the requirement to report during the climb-out phase, an aircraft shall be designated, at approximately hourly intervals, at each aerodrome to make routine observations in accordance with 5.3.1.

5.4 Routine aircraft observations — exemptions

Aircraft not equipped with air-ground data link shall be exempted from making routine aircraft observations.

5.5 Special aircraft observations

5.5.1 Special observations shall be made by all aircraft whenever the following conditions are encountered or observed:

- a) moderate or severe turbulence; or
- b) moderate or severe icing; or
- c) severe mountain wave; or
- d) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
- e) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
- f) heavy dust storm or heavy sandstorm; or
- g) volcanic ash cloud; or
- h) pre-eruption volcanic activity or a volcanic eruption.

Note. — *Pre-eruption volcanic activity in this context means unusual and/or increasing volcanic activity which could presage a volcanic eruption.*

5.6 Other non-routine aircraft observations

When other meteorological conditions not listed under 5.5, e.g. wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.

Note. — *Icing, turbulence and, to a large extent, wind shear are elements which, for the time being, cannot be satisfactorily observed from the ground and for which in most cases aircraft observations represent the only available evidence.*

5.7 Reporting of aircraft observations during flight

5.7.1 Aircraft observations shall be reported by air-ground data link. Where air-ground data link is not available or appropriate, special and other non-routine aircraft observations during flight shall be reported by voice communications.

5.7.2 Aircraft observations shall be reported during flight at the time the observation is made or as soon thereafter as is practicable.

5.7.3 Aircraft observations shall be reported as air-reports.

5.8 Relay of air-reports by air traffic services units

5.8.1 The meteorological authority shall make arrangements with the appropriate ATS authority to ensure that, on receipt by the air traffic services units of:

- a) special air-reports by voice communications, the air traffic services units relay them without delay to their associated meteorological watch office; and
- b) routine and special air-reports by data link communications, the air traffic services units relay them without delay to their associated meteorological watch office, the WAFCs and the centres designated by regional air navigation agreement for the operation of aeronautical fixed service Internet-based services.

5.9 Recording and post-flight reporting of aircraft observations of volcanic activity

- 5.9.1 Special aircraft observations of pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud shall be recorded on the special air-report of volcanic activity form. A copy of the form shall be included with the flight documentation provided to flights operating on routes which, in the opinion of the meteorological authority, could be affected by volcanic ash clouds.



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6 Forecasts

Note. — *Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 5.*

6.1 Use of forecasts

- 6.1.1 The issue of a new forecast by an aerodrome meteorological office, such as a routine aerodrome forecast, shall be understood to cancel automatically any forecast of the same type previously issued for the same place and for the same period of validity or part thereof.

6.2 Aerodrome forecasts

- 6.2.1 An aerodrome forecast shall be prepared, in accordance with regional air navigation agreement, by the aerodrome meteorological office designated by the meteorological authority concerned.

Note. — *The aerodromes for which aerodrome forecasts are to be prepared and the period of validity of these forecasts are listed in the relevant facilities and services implementation document (FASID).*

- 6.2.2 An aerodrome forecast shall be issued at a specified time not earlier than one hour prior to the beginning of its validity period and consist of a concise statement of the expected meteorological conditions at an aerodrome for a specified period.

- 6.2.3 Aerodrome forecasts and amendments thereto shall be issued as TAF and include the following information in the order indicated:

- a) identification of the type of forecast;
- b) location indicator;
- c) time of issue of forecast;
- d) identification of a missing forecast, when applicable;
- e) date and period of validity of forecast;
- f) identification of a cancelled forecast, when applicable;
- g) surface wind;
- h) visibility;
- i) weather;
- j) cloud; and
- k) expected significant changes to one or more of these elements during the period of validity.

Optional elements shall be included in TAF in accordance with regional air navigation agreement.

Note. — *The visibility included in TAF refers to the forecast prevailing visibility.*

- 6.2.4 Aerodrome meteorological offices preparing TAF shall keep the forecasts under continuous review and, when necessary, shall issue amendments promptly. The length of the forecast messages and the number of changes indicated in the forecast shall be kept to a minimum.

Note. — *Guidance on methods to keep TAF under continuous review is given in Chapter 3 of the ICAO Manual of Aeronautical Meteorological Practice (ICAO Doc 8896).*

- 6.2.5 TAF that cannot be kept under continuous review shall be cancelled.
- 6.2.6 Where applicable, the period of validity of a routine TAF shall be not less than 6 hours nor more than 30 hours; the period of validity shall be determined by regional air navigation agreement. Routine TAF valid for less than 12 hours shall be issued every 3 hours and those valid for 12 to 30 hours shall be issued every 6 hours.
- 6.2.7 When issuing TAF, aerodrome meteorological offices shall ensure that not more than one TAF is valid at an aerodrome at any given time.

6.3 Landing forecasts

- 6.3.1 A landing forecast shall be prepared by the aerodrome meteorological office designated by the meteorological authority concerned as determined by regional air navigation agreement; such forecasts are intended to meet the requirements of local users and of aircraft within about one hour's flying time from the aerodrome.
- 6.3.2 Landing forecasts shall be prepared in the form of a trend forecast.
- 6.3.3 A trend forecast shall consist of a concise statement of the expected significant changes in the meteorological conditions at that aerodrome to be appended to a local routine report, local special report, METAR or SPECI. The period of validity of a trend forecast shall be 2 hours from the time of the report which forms part of the landing forecast.

6.4 Forecasts for take-off

- 6.4.1 A forecast for take-off shall be prepared by the aerodrome meteorological office designated by the meteorological authority concerned as agreed between the meteorological authority and the operators concerned.
- 6.4.2 Where applicable, a forecast for take-off shall refer to a specified period of time and shall contain information on expected conditions over the runway complex in

regard to surface wind direction and speed and any variations thereof, temperature, pressure (QNH), and any other elements as agreed locally.

- 6.4.3 Where applicable, a forecast for take-off shall be supplied to operators and flight crew members on request within the 3 hours before the expected time of departure.
- 6.4.4 Where applicable, aerodrome meteorological offices preparing forecasts for take-off shall keep the forecasts under continuous review and, when necessary, shall issue amendments promptly.

6.5 Area forecasts for low-level flights

- 6.5.1 When the density of traffic operating below flight level 100 (or up to flight level 150 in mountainous areas, or higher, where necessary) warrants the routine issue and dissemination of area forecasts for such operations, the frequency of issue, the form and the fixed time or period of validity of those forecasts and the criteria for amendments thereto shall be determined by the meteorological authority in consultation with the users.
- 6.5.2 When the density of traffic operating below altitude 10,000 feet warrants the issuance of AIRMET information in accordance with 7.2.1, area forecasts for such operations shall be prepared in a format as agreed upon between the meteorological authorities concerned. When abbreviated plain language is used, the forecast shall be prepared as a GAMET area forecast, employing approved ICAO abbreviations and numerical values; when chart form is used, the forecast shall be prepared as a combination of forecasts of upper wind and upper-air temperature, and of SIGWX phenomena. The area forecasts shall be issued to cover the layer between the ground and altitude 10,000 feet (or up to flight level 150 in mountainous areas, or higher, where necessary) and shall contain information on en-route weather phenomena hazardous to low-level flights, in support of the issuance of AIRMET information, and additional information required by low-level flights.
- 6.5.3 Area forecasts for low-level flights prepared in support of the issuance of AIRMET information shall be issued every 6 hours for a period of validity of 6 hours and transmitted to meteorological watch offices and/or aerodrome meteorological offices concerned not later than one hour prior to the beginning of their validity period.



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7 SIGMET and AIRMET Information, Aerodrome Warnings and Wind Shear Warnings and Alerts

Note. — Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 6.

7.1 SIGMET information

- 7.1.1 SIGMET information shall be issued by a meteorological watch office and shall give a concise description in abbreviated plain language concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations, and of the development of those phenomena in time and space.
- 7.1.2 SIGMET information shall be cancelled when the phenomena are no longer occurring or are no longer expected to occur in the area.
- 7.1.3 The period of validity of a SIGMET message shall be not more than 4 hours. In the special case of SIGMET messages for volcanic ash cloud and tropical cyclones, the period of validity shall be extended up to 6 hours.
- 7.1.4 Where applicable, SIGMET messages concerning volcanic ash cloud and tropical cyclones shall be based on advisory information provided by VAACs and TCACs, respectively, designated by regional air navigation agreement.
- 7.1.5 Close coordination shall be maintained between the meteorological watch office and the associated area control centre/flight information centre to ensure that information on volcanic ash included in SIGMET and NOTAM messages is consistent.
- 7.1.6 SIGMET messages shall be issued not more than 4 hours before the commencement of the period of validity. In the special case of SIGMET messages for volcanic ash cloud and tropical cyclones, these messages shall be issued as soon as practicable but not more than 12 hours before the commencement of the period of validity. SIGMET messages for volcanic ash and tropical cyclones shall be updated at least every 6 hours.

7.2 AIRMET information

- 7.2.1 AIRMET information shall be issued by a meteorological watch office in accordance with regional air navigation agreement, taking into account the density of air traffic operating below flight level 100. AIRMET information shall give a concise description in abbreviated plain language concerning the occurrence and/or expected occurrence of specified en-route weather phenomena, which have not been included in Section I of the area forecast for low-level flights issued

in accordance with Chapter 6, Section 6.5 and which may affect the safety of low-level flights, and of the development of those phenomena in time and space.

7.2.2 AIRMET information shall be cancelled when the phenomena are no longer occurring or are no longer expected to occur in the area.

7.2.3 The period of validity of an AIRMET message shall be not more than 4 hours.

Note: - In accordance with Air Navigation Plan Volume 1, Basic ANP, Part VI, there is currently no requirement for issuing AIRMET messages in the Asia Pacific region (Singapore MOS).

7.3 Aerodrome warnings

7.3.1 Aerodrome warnings shall be issued by the aerodrome meteorological office designated by the meteorological authority concerned and shall give concise information of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services.

7.3.2 Aerodrome warnings shall be cancelled when the conditions are no longer occurring and/or no longer expected to occur at the aerodrome.

7.4 Wind shear warnings and alerts

Note. — Guidance on the subject is contained in the ICAO Manual on Low-level Wind Shear (ICAO Doc 9817). Wind shear alerts are expected to complement wind shear warnings and together are intended to enhance situational awareness of wind shear.

7.4.1 Wind shear warnings shall be prepared by the aerodrome meteorological office designated by the meteorological authority concerned for aerodromes where wind shear is considered a factor, in accordance with local arrangements with the appropriate air traffic services unit and operators concerned. Wind shear warnings shall give concise information on the observed or expected existence of wind shear which could adversely affect aircraft on the approach path or take-off path or during circling approach between runway level and 500 m (1 600 ft) above that level and aircraft on the runway during the landing roll or take-off run. Where local topography has been shown to produce significant wind shears at heights in excess of 500 m (1 600 ft) above runway level, then 500 m (1 600 ft) shall not be considered restrictive.

7.4.2 Wind shear warnings for arriving aircraft and/or departing aircraft shall be cancelled when aircraft reports indicate that wind shear no longer exists or, alternatively, after an agreed elapsed time. The criteria for the cancellation of a wind shear warning shall be defined locally for each aerodrome, as agreed between the meteorological authority, the appropriate ATS authority and the operators concerned.



- 7.4.3 At aerodromes where wind shear is detected by automated, ground-based, wind shear remote-sensing or detection equipment, wind shear alerts generated by these systems shall be issued. Wind shear alerts shall give concise, up-to-date information related to the observed existence of wind shear involving a headwind/tailwind change of 7.5 m/s (15 kt) or more which could adversely affect aircraft on the final approach path or initial take-off path and aircraft on the runway during the landing roll or take-off run.
- 7.4.4 Wind shear alerts shall be updated at least every minute. The wind shear alert shall be cancelled as soon as the headwind/tailwind change falls below 7.5 m/s (15 kt).



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8 Aeronautical Climatological Information

Note. — Technical specifications and detailed criteria related to this chapter are given in Appendix 7.

8.1 General provisions

Note. — In cases where it is impracticable to meet the requirements for aeronautical climatological information on a national basis, the collection, processing and storage of observational data may be effected through computer facilities available for international use, and the responsibility for the preparation of the required aeronautical climatological information may be delegated as agreed between the meteorological authorities concerned

8.1.1 Aeronautical climatological information required for the planning of flight operations shall be prepared in the form of aerodrome climatological tables and aerodrome climatological summaries. Such information shall be supplied to aeronautical users as agreed between the meteorological authority and the user concerned.

Note. — Climatological data required for aerodrome planning purposes are set out in CAD 14, Volume I, 3.1.4 and Attachment A.

8.1.2 Aeronautical climatological information shall normally be based on observations made over a period of at least five years and the period should be indicated in the information supplied.

8.1.3 Climatological data related to sites for new aerodromes and to additional runways at existing aerodromes shall be collected starting as early as possible before the commissioning of those aerodromes or runways.

8.2 Aerodrome climatological tables

The MET service provider shall make arrangements for collecting and retaining the necessary observational data and have the capability:

- a) to prepare aerodrome climatological tables for each regular and alternate international aerodrome within its territory; and
- b) to make available such climatological tables to an aeronautical user within a time period as agreed between the meteorological authority and the user concerned.

8.3 Aerodrome climatological summaries

Where applicable, aerodrome climatological summaries shall follow the procedures prescribed by the World Meteorological Organization. Where computer facilities are available to store, process and retrieve the information, the summaries shall be published or otherwise made available to aeronautical users on request. Where such computer facilities are not available, the summaries shall be prepared using the models specified by the World Meteorological Organization and shall be published and kept up to date as necessary



8.4 Copies of meteorological observational data

Meteorological authority and MET service provider, on request and to the extent practicable, shall make available to any other meteorological authority, to operators and to others concerned with the application of meteorology to international air navigation, meteorological observational data required for research, investigation or operational analysis.

9 Service for Operators and Flight Crew Members

Note. — Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 8.

9.1 General provisions

9.1.1 Meteorological information shall be supplied to operators and flight crew members for:

- a) pre-flight planning by operators;
- b) in-flight replanning by operators using centralised operational control of flight operations;
- c) use by flight crew members before departure; and
- d) aircraft in flight.

9.1.2 Meteorological information supplied to operators and flight crew members shall cover the flight in respect of time, altitude and geographical extent. Accordingly, the information shall relate to appropriate fixed times, or periods of time, and shall extend to the aerodrome of intended landing, also covering the meteorological conditions expected between the aerodrome of intended landing and alternate aerodromes designated by the operator.

9.1.3 Meteorological information supplied to operators and flight crew members shall be up to date and include the following information, as agreed between the meteorological authority and the operators concerned:

- a) forecasts of
 - 1) upper wind and upper-air temperature;
 - 2) upper-air humidity;
 - 3) geopotential altitude of flight levels;
 - 4) flight level and temperature of tropopause;
 - 5) direction, speed and flight level of maximum wind;
 - 6) SIGWX phenomena; and
 - 7) cumulonimbus clouds, icing and turbulence;

Note 1. — Forecasts of upper-air humidity and geopotential altitude of flight levels are used only in automatic flight planning and need not be displayed.

Note 2. — Forecasts of cumulonimbus clouds, icing and turbulence are intended to be processed and, if necessary, visualised according to the specific thresholds relevant to user operations

- b) METAR or SPECI (including trend forecasts as issued in accordance with regional air navigation agreement) for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;

- c) TAF or amended TAF for the aerodromes of departure and intended landing, and for take-off, en-route and destination alternate aerodromes;
- d) forecasts for take-off;
- e) SIGMET information and appropriate special air-reports relevant to the whole route;

Note. — Appropriate special air-reports will be those not already used in the preparation of SIGMET.

- f) volcanic ash and tropical cyclone advisory information relevant to the whole route;
- g) as determined by regional air navigation agreement, GAMET area forecasts and/or area forecasts for low-level flights in chart form prepared in support of the issuance of AIRMET information, and AIRMET information for low-level flights relevant to the whole route;
- h) aerodrome warnings for the local aerodrome;
- i) meteorological satellite images; and
- j) ground-based weather radar information.

9.1.4 Forecasts listed under 9.1.3 a) shall be generated from the digital forecasts provided by the WAFCs whenever these forecasts cover the intended flight path in respect of time, altitude and geographical extent, unless otherwise agreed between the meteorological authority and the operator concerned.

9.1.5 When forecasts are identified as being originated by the WAFCs, no modifications shall be made to their meteorological content.

9.1.6 Charts generated from the digital forecasts provided by the WAFCs shall be made available, as required by operators, for fixed areas of coverage as shown in CAD 3 Appendix 8, Figures A8-1, A8-2 and A8-3.

9.1.7 When forecasts of upper wind and upper-air temperature listed under 9.1.3 a) 1) are supplied in chart form, they shall be fixed time prognostic charts for flight levels as specified in CAD 3 Appendix 2, 1.2.2 a). When forecasts of SIGWX phenomena listed under 9.1.3 a) 6) are supplied in chart form, they shall be fixed time prognostic charts for an atmospheric layer limited by flight levels as specified in CAD 3 Appendix 2, 1.3.2 and Appendix 5, 4.3.2.

9.1.8 The forecasts of upper wind and upper-air temperature and of SIGWX phenomena above flight level 100 requested for pre-flight planning and in-flight replanning by the operator shall be supplied as soon as they become available, but not later than 3 hours before departure. Other meteorological information requested for pre-flight planning and in-flight replanning by the operator shall be supplied as soon as is practicable.

- 9.1.9 When necessary, the meteorological authority of the State providing service for operators and flight crew members shall initiate coordinating action with the meteorological authorities of other States with a view to obtaining from them the reports and/or forecasts required.
- 9.1.10 Meteorological information shall be supplied to operators and flight crew members at the location to be determined by the meteorological authority, after consultation with the operators concerned and at the time agreed between the aerodrome meteorological office and the operator concerned. The service for pre-flight planning shall be confined to flights originating within the territory of the State concerned. At an aerodrome without an aerodrome meteorological office at the aerodrome, arrangements for the supply of meteorological information shall be as agreed between the meteorological authority and the operator concerned.

9.2 Briefing, consultation and display

Note. — The requirements for the use of automated pre-flight information systems in providing briefing, consultation and display are given in 9.4.

- 9.2.1 Briefing and/or consultation shall be provided, on request, to flight crew members and/or other flight operations personnel. Its purpose shall be to supply the latest available information on existing and expected meteorological conditions along the route to be flown, at the aerodrome of intended landing, alternate aerodromes and other aerodromes as relevant, either to explain and amplify the information contained in the flight documentation, or as agreed between the meteorological authority and the operator concerned, in lieu of flight documentation.
- 9.2.2 Meteorological information used for briefing, consultation and display shall include any or all of the information listed in 9.1.3.
- 9.2.3 If the aerodrome meteorological office expresses an opinion on the development of the meteorological conditions at an aerodrome which differs appreciably from the aerodrome forecast included in the flight documentation, the attention of flight crew members shall be drawn to the divergence. The portion of the briefing dealing with the divergence shall be recorded at the time of briefing and this record shall be made available to the operator.
- 9.2.4 The required briefing, consultation, display and/or flight documentation shall normally be provided by the aerodrome meteorological office associated with the aerodrome of departure. At an aerodrome where these services are not available, arrangements to meet the requirements of flight crew members shall be as agreed between the meteorological authority and the operator concerned. In exceptional circumstances, such as an undue delay, the aerodrome meteorological office associated with the aerodrome shall provide or, if that is not practicable, arrange for the provision of a new briefing, consultation and/or flight documentation as necessary

- 9.2.5 Where applicable, the flight crew member and/or other flight operations personnel for whom briefing, consultation and/or flight documentation has been requested shall visit the aerodrome meteorological office at the time agreed between the aerodrome meteorological office and the operator concerned. Where local circumstances at an aerodrome make personal briefing or consultation impracticable, the aerodrome meteorological office shall provide those services by telephone or other suitable telecommunications facilities.

9.3 Flight documentation

Note. — The requirements for the use of automated pre-flight information systems in providing flight documentation are given in 9.4.

- 9.3.1 Flight documentation to be made available shall comprise information listed under 9.1.3 a) 1) and 6), b), c), e), f) and, if appropriate, g). However, flight documentation for flights of two hours' duration or less, after a short stop or turnaround, shall be limited to the information operationally needed, as agreed between the meteorological authority and the operator concerned, but in all cases it shall at least comprise information on 9.1.3 b), c), e), f) and, if appropriate, g).
- 9.3.2 Whenever it becomes apparent that the meteorological information to be included in the flight documentation will differ materially from that made available for pre-flight planning and in flight replanning, the operator shall be advised immediately and, if practicable, be supplied with the revised information as agreed between the operator and the aerodrome meteorological office concerned.
- 9.3.3 In cases where a need for amendment arises after the flight documentation has been supplied, and before take-off of the aircraft, the aerodrome meteorological office shall, as agreed locally, issue the necessary amendment or updated information to the operator or to the local air traffic services unit, for transmission to the aircraft.
- 9.3.4 The meteorological authority shall retain information supplied to flight crew members, either as printed copies or in computer files, for a period of at least 30 days from the date of issue. This information shall be made available, on request, for inquiries or investigations and, for these purposes, shall be retained until the inquiry or investigation is completed.

9.4 Automated pre-flight information systems for briefing, consultation, flight planning and flight documentation

- 9.4.1 Where the meteorological authority uses automated pre-flight information systems to supply and display meteorological information to operators and flight crew members for self-briefing, flight planning and flight documentation purposes, the information supplied and displayed shall comply with the relevant provisions in 9.1 to 9.3 inclusive.

- 9.4.2 Where applicable, automated pre-flight information systems providing for a harmonised, common point of access to meteorological information and aeronautical information services information by operators, flight crew members and other aeronautical personnel concerned shall be as agreed between the meteorological authority and the civil aviation authority or the agency to which the authority to provide service has been delegated in accordance with CAD 15, 2.1.1 c).

Note. — The meteorological and aeronautical information services information concerned is specified in 9.1 to 9.3 and Appendix 8 and in CAD 15, 8.1 and 8.2, respectively.

- 9.4.3 Where automated pre-flight information systems are used to provide for a harmonised, common point of access to meteorological information and aeronautical information services information by operators, flight crew members and other aeronautical personnel concerned, the meteorological authority concerned shall remain responsible for the quality control and quality management of meteorological information provided by means of such systems in accordance with Chapter 2, 2.2.2.

Note. — The responsibilities relating to aeronautical information services information and the quality assurance of the information are given in CAD 15, Chapters 1, 2 and 3.

9.5 Information for aircraft in flight

- 9.5.1 Meteorological information for use by aircraft in flight shall be supplied by an aerodrome meteorological office or meteorological watch office to its associated air traffic services unit and through D-VOLMET or VOLMET broadcasts as determined by regional air navigation agreement. Meteorological information for planning by the operator for aircraft in flight shall be supplied on request, as agreed between the meteorological authority or authorities and the operator concerned.
- 9.5.2 Meteorological information for use by aircraft in flight shall be supplied to air traffic services units in accordance with the specifications of Chapter 10.
- 9.5.3 Meteorological information shall be supplied through D-VOLMET or VOLMET broadcasts in accordance with the specifications of Chapter 11.



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10 Information for Air Traffic Services, Search and Rescue Services and Aeronautical Information Services

Note. — *Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 9.*

10.1 Information for air traffic services units

- 10.1.1 The meteorological authority shall designate an aerodrome meteorological office or meteorological watch office to be associated with each air traffic services unit. The associated aerodrome meteorological office or meteorological watch office shall, after coordination with the air traffic services unit, supply, or arrange for the supply of, up-to-date meteorological information to the unit as necessary for the conduct of its functions.
- 10.1.2 An aerodrome meteorological office shall be associated with an aerodrome control tower or approach control unit for the provision of meteorological information.
- 10.1.3 A meteorological watch office shall be associated with a flight information centre or an area control centre for the provision of meteorological information.
- 10.1.4 Where, owing to local circumstances, it is convenient for the duties of an associated aerodrome meteorological office or meteorological watch office to be shared between two or more aerodrome meteorological offices or meteorological watch offices, the division of responsibility shall be determined by the meteorological authority in consultation with the appropriate ATS authority.
- 10.1.5 Any meteorological information requested by an air traffic services unit in connection with an aircraft emergency shall be supplied as rapidly as possible.

10.2 Information for search and rescue services units

- 10.2.1 Aerodrome meteorological offices or meteorological watch offices designated by the meteorological authority in accordance with regional air navigation agreement shall supply search and rescue services units with the meteorological information they require in a form established by mutual agreement. For that purpose, the designated aerodrome meteorological office or meteorological watch office shall maintain liaison with the search and rescue services unit throughout a search and rescue operation.

10.3 Information for aeronautical information services units

- 10.3.1 The meteorological authority, in coordination with the appropriate civil aviation authority, shall arrange for the supply of up-to-date meteorological information to relevant aeronautical information services units, as necessary, for the conduct of their functions.



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11 Requirements for and Use of Communications

Note. — *Technical specifications and detailed criteria related to this chapter are given in Annex 3, Appendix 10.*

11.1 Requirements for communications

- 11.1.1 Suitable telecommunications facilities shall be made available to permit aerodrome meteorological offices and, as necessary, aeronautical meteorological stations to supply the required meteorological information to air traffic services units on the aerodromes for which those offices and stations are responsible, and in particular to aerodrome control towers, approach control units and the aeronautical telecommunications stations serving these aerodromes.
- 11.1.2 Suitable telecommunications facilities shall be made available to permit meteorological watch offices to supply the required meteorological information to air traffic services and search and rescue services units in respect of the flight information regions, control areas and search and rescue regions for which those offices are responsible, and in particular to flight information centres, area control centres and rescue coordination centres and the associated aeronautical telecommunications stations.
- 11.1.3 Suitable telecommunications facilities shall be made available to permit world area forecast centres to supply the required world area forecast system products to aerodrome meteorological offices, meteorological authorities and other users.
- 11.1.4 Telecommunications facilities between aerodrome meteorological offices and, as necessary, aeronautical meteorological stations and aerodrome control towers or approach control units shall permit communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately 15 seconds.
- 11.1.5 Where applicable, telecommunications facilities between aerodrome meteorological offices or meteorological watch offices and flight information centres, area control centres, rescue coordination centres and aeronautical telecommunications stations shall permit:
- a) communications by direct speech, the speed with which the communications can be established being such that the required points may normally be contacted within approximately 15 seconds; and
 - b) printed communications, when a record is required by the recipients; the message transit time shall not exceed 5 minutes.

Note. — *In 11.1.4 and 11.1.5, “approximately 15 seconds” refers to telephony communications involving switchboard operation and “5 minutes” refers to printed communications involving retransmission.*

- 11.1.6 Where applicable, the telecommunications facilities required in accordance with 11.1.4 and 11.1.5 shall be supplemented, as and where necessary, by other forms of visual or audio communications, for example, closed-circuit television or separate information processing systems.
- 11.1.7 Where applicable, as agreed between the meteorological authority and the operators concerned, provision shall be made to enable operators to establish suitable telecommunications facilities for obtaining meteorological information from aerodrome meteorological offices or other appropriate sources.
- 11.1.8 Suitable telecommunications facilities shall be made available to permit meteorological offices to exchange operational meteorological information with other meteorological offices.
- 11.1.9 Where applicable, the telecommunications facilities used for the exchange of operational meteorological information shall be the aeronautical fixed service or, for the exchange of non-time critical operational meteorological information, the public Internet, subject to availability, satisfactory operation and bilateral/multilateral and/or regional air navigation agreements.

Note 1. — Aeronautical fixed service Internet-based services, operated by the world area forecast centres, providing for global coverage are used to support the global exchanges of operational meteorological information.

Note 2. — Guidance material on non-time-critical operational meteorological information and relevant aspects of the public Internet is provided in the ICAO Guidelines on the Use of the Public Internet for Aeronautical Applications (ICAO Doc 9855).

11.2 Use of aeronautical fixed service communications and the public Internet — meteorological bulletins

Meteorological bulletins containing operational meteorological information to be transmitted via the aeronautical fixed service or the public Internet shall be originated by the appropriate meteorological office or aeronautical meteorological station.

Note. — Meteorological bulletins containing operational meteorological information authorised for transmission via the aeronautical fixed service are listed in CAD 10, Volume II, Chapter 4, together with the relevant priorities and priority indicators.

11.3 Use of aeronautical fixed service communications — world area forecast system products

Where applicable, world area forecast system products in digital form shall be transmitted using binary data communications techniques. The method and channels used for the dissemination of the products shall be as determined by regional air navigation agreement.

11.4 Use of aeronautical mobile service communications

The content and format of meteorological information transmitted to aircraft and by aircraft shall be consistent with the provisions of this CAD.

11.5 Use of aeronautical data link service — contents of D-VOLMET

D-VOLMET shall contain current METAR and SPECI, together with trend forecasts where available, TAF and SIGMET, special air-reports not covered by a SIGMET and, where available, AIRMET.

Note. — The requirement to provide METAR and SPECI may be met by the data link-flight information service (D-FIS) application entitled “Data link-aerodrome routine meteorological report (D-METAR) service”; the requirement to provide TAF may be met by the D-FIS application entitled “Data link-aerodrome forecast (D-TAF) service”; and the requirement to provide SIGMET and AIRMET messages may be met by the D-FIS application entitled “Data link-SIGMET (D-SIGMET) service”. The details of these data link services are specified in the ICAO Manual of Air Traffic Services Data Link Applications (ICAO Doc 9694).

11.6 Use of aeronautical broadcasting service — contents of VOLMET broadcasts

- 11.6.1 Continuous VOLMET broadcasts, normally on very high frequencies (VHF), shall contain current METAR and SPECI, together with trend forecasts where available.
- 11.6.2 Scheduled VOLMET broadcasts, normally on high frequencies (HF), shall contain current METAR and SPECI, together with trend forecasts where available and, where so determined by regional air navigation agreement, TAF and SIGMET.