Annex 3 to Recommendation 3 (CBS-XII)

Modifications to Code Forms:

FM 15-X Ext. METAR
FM 16-X Ext. SPECI

1) Code form. *Delete* the brackets from the time group YYGGggZ;

2) Code form. *Add* "or NSC" under "SKC";

3) Code form. *Add* "(WT_sT_s/SS)" after "WS ALL RWY";

4) Code form. *Add* "($R_RR_RE_RC_Re_Re_RB_RB_R$)" after "(WT_sT_s/SS)".

5) ~~15.1.1. *Delete* the last sentence "However, in a bulletin the code name METAR and SPECI may be omitted by regional air navigation agreement, or agreement between the authorities concerned";~~ **(Modification postponed until further notice)**

6) 15.3.1. *Amend* to read as follows "The day of the month and the time of observation in hours and minutes UTC followed, without a space, by the letter indicator Z shall be included in each individual METAR report.";

7) 15.3.2. *Amend* to the first sentence to read as follows "This group shall be included in each individual SPECI report."; *Retain* the second sentence;

8) 15.5.2. *Amend* the second sentence to read as follows: "A variable wind at higher speeds shall be reported only when the variation of wind direction is 180° or more, or when it is impossible to determine a single wind direction, for example when a thunderstorm passes over the aerodrome";

9) 15.5.3. *Add* "but less than 180°" after "60° or more";

10) 15.5.6. *Add* a new sentence at the end of the paragraph to read as follows: "When the wind speed is 100 knots or more (50 m s^{-1} or 200 km/h), the groups "ff" and "f_mf_m" shall be preceded by the letter indicator P and reported as P99KT (P49MPS or P199KMH);
Introduce the following note after 15.5.6: "There is no aeronautical requirement to report surface wind speeds of 200 km/h (100 kt) or more; however, provision has been made for reporting wind speeds up to 399 km/h (199 kt) for non-aeronautical purposes, as necessary".

15.6 *Introduce* the following note:

"NOTE : The coding of visibility is based on the use of the metre and kilometre, in accordance with the units specified in ICAO Annex 5. However, some Members in Region IV use statute miles and fractions thereof in accordance with national coding procedures as indicated in the Volume II of this Manual, *Regional Codes and National Coding Practices*."

11) 15.6.4 *Delete* "Horizontal";

a) and b). *Amend* "500 metres" to read "800 metres".

12) 15.7 *Introduce* the following note:

“NOTE : The coding of runway visual range is based on the use of the metre, in accordance with the unit specified in ICAO Annex 5. However, some Members in Region IV use feet in accordance with national coding procedures as indicated in the Volume II of this Manual, *Regional Codes and National Coding Practices*.”

13) 15.7.2. *Add* “up to a maximum of four” after “each runway”;

14) 15.7.3. *Replace* the third and fourth sentences with the following: “The letter(s) shall be appended to D_RD_R as necessary in accordance with the standard practice for runway designation, as laid down by ICAO in Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*, paragraphs 5.2.2.4 and 5.2.2.5”;

15) 15.9. *Add* “or NSC” under “SKC”;

16) 15.9.1.1. *Add* the following as the last sentence: “If there are no clouds below 1500m (5000ft) or below the highest minimum sector altitude, whichever is greater, no cumulonimbus and no restriction on vertical visibility and the abbreviations “CAVOK” and “SKC” are not appropriate, then the abbreviation “NSC” shall be used”;

17) 15.13. *Add* “(WT_sT_s/SS) ($R_RR_RE_RC_Re_Re_RB_RB_R$)" after “WS ALL RWY”;

18) 15.13.1. *Add* “and, subject to regional air navigation agreement, sea-surface temperature and state of the sea, and also subject to regional air navigation agreement, the state of the runway.”

19) 15.13.2.1. Insert after "with Regulation 15.8" the parenthesis: "(but no intensity of the recent weather phenomena shall be indicated)”;

20) 15.13.2.2. *Delete* in *toto;*

21) 15.13.4. *Add* the following regulations after this paragraph:

”15.13.5 *Sea-surface temperature and the state of the sea* (WT_sT_s/SS)

15.13.5.1 The sea-surface temperature shall, by regional agreement, be reported according to the regional ICAO Regulation 15.11. The state of the sea shall be reported in accordance with Code table 3700.

15.13.6 *State of the runway* ($R_RR_RE_RC_Re_Re_RB_RB_R$)

15.13.6.1 Subject to regional air navigation agreement, information on the state of the runway provided by the appropriate airport authority shall be included. The runway designator R_RR_R shall be reported in accordance with the relevant ICAO regional Air Navigation Plan. The runway deposits E_R, the extent of runway contamination C_R, the depth of deposit e_Re_R and the friction coefficient/braking action B_RB_R shall be indicated in accordance with Code tables 0919, 0519, 1079 and 0366 respectively. The state of the runaway group shall be replaced by the abbreviation "SNOCLO" when the aerodrome is closed due to extreme deposit of snow. If contaminations on a single runway or on all runways at an aerodrome have ceased to exist, this should be reported by replacing the last six digits of the group by "CLRD//."

22) 15.14 *Insert* a new regulation to read as follows:

"15.14.11 Regulation 15.5.6 shall apply."

Renumber regulations 15.14.11 to 15.14.14 to 15.14.12 to 15.14.15.

FM 51-X Ext. TAF

Code form. *Delete* the brackets from the time group YYGGggZ;

Code form. *Delete* the brackets from the “or NSC”;

Code form. *Delete* groups ($6I_ch_jh_jh_jt_L$) and ($5Bh_Bh_Bh_Bt_L$);

Code form. *Amend* the temperature forecast group to read as follows: “(TXT_FT_F/G_FG_FZ TNT_FT_F/G_FG_FZ)”;

~~51.1.1 *Delete* the last sentence “However, in a bulletin the code name TAF may be omitted by regional air navigation agreement, or by agreement between the authorities concerned.”;~~ **(Modification postponed until further notice)**

51.1.2. *Delete* the words “if required”;

51.4 *Introduce* the following note:

NOTE : The coding of visibility is based on the use of the metre and kilometre, in accordance with the units specified in ICAO Annex 5. However, in Region IV, statute miles and fractions thereof are used in accordance with national coding procedures as indicated in the Volume II of this Manual, *Regional Codes and National Coding Practices*.

51.6.3. *Delete* “When so determined by regional air navigation agreement”;

51.8 and 51.9. *Delete* in *toto*;

51.12. *Amend* to read “Group ((TXT_FT_F/G_FG_FZ TNT_FT_F/G_FG_FZ);

51.12.1. *Amend* to read as follows: “To indicate forecast maximum and minimum temperatures expected to occur at the time indicated by G_FG_FZ, the letter indicator TX for the maximum forecast temperature and TN for the minimum forecast temperature shall precede T_FT_F without a space.”;

51.12.3. *Delete* in *toto;*

FM 53-X Ext. ARFOR

Add the following note under ARFOR Code Form:

Note: No aeronautical requirement for this code form is stated by ICAO for international air navigation in the ICAO Annex 3 / WMO Technical Regulations [C.3.1].

CODE TABLES

0919

code figure	E_R Runway deposits
0	Clear and dry
1	Damp
2	Wet and water patches
3	Rime and frost covered (depth normally less than 1 mm)
4	Dry snow
5	Wet snow
6	Slush
7	Ice
8	Compacted or rolled snow
9	Frozen ruts or ridges
/	Type of deposit not reported (e.g. due to runway clearance in progress)

0519

code figure	C_R Extent of runway contamination
1	Less than 10 per cent of runway contaminated (covered)
2	11 per cent to 25 per cent of runway contaminated (covered)
3	Reserved
4	Reserved
5	26 per cent to 50 per cent of runway contaminated (covered)
6	Reserved
7	Reserved
8	Reserved
9	51 per cent to 100 per cent of runway contaminated (covered)
/	Not reported (e.g. due to runway clearance in progress)

1079

e_Re_R code figure	Depth of deposit
00	Less than 1 mm
01	1 mm
02	2 mm
03	3 mm
. . . . .	
89	89 mm
90	90 mm
91	Reserved
92	10 cm
93	15 cm
94	20 cm
95	25 cm
96	30 cm
97	35 cm
98	40 cm or more
99	Runway or runways non-operational due to snow, slush, ice, large drifts or runway clearance, but depth not reported
//	Depth of deposit operationally not significant or not measurable

0366

B_RB_R code figure	friction coefficient/braking action
00	friction coefficient 0.00
01	friction coefficient 0.01
. . . . .	
88	friction coefficient 0.88
89	friction coefficient 0.89
90	friction coefficient 0.90
91	braking action poor
92	braking action medium/poor
93	braking action medium
94	braking action medium/good
95	braking action good
96	reserved
97	reserved
98	reserved
99	unreliable
//	braking conditions not reported and/or runway not operational