



International Civil Aviation Organization

Ninth Meeting of the Communications/Navigation/Surveillance and Meteorology Sub-Group (CNS/MET/SG/9) of APANPIRG

Bangkok, Thailand, 11 – 15 July 2005

Agenda Item 12: MET support for operations at aerodromes and terminal areas

ANNEX 3 TEMPLATE FOR AERODROME WARNINGS

(Presented by Hong Kong, China)

SUMMARY

This paper proposes a modification to the Annex 3 template for aerodrome warnings to include the surface wind direction in the warning of strong surface wind and gusts.

1. INTRODUCTION

1.1 Para. 5.1.1 of Appendix 6, Annex 3 requires that aerodrome warnings shall be issued in accordance with the template in Table A6-2, where required by operators or aerodrome services. The template in Table A6-2 specifies that the warning of occurrence or expected occurrence of strong surface wind and gusts be given in the form “SFC WSPD nn[n]KMH MAX nn[n]” in the phenomenon section.

1.2 This paper presents a proposal to include the surface wind direction, in addition to the surface wind speed and gusts under the phenomenon section in the template for aerodrome warnings.

2. JUSTIFICATIONS

2.1 As stated in para. 7.3.1 of Chapter 7, Annex 3, aerodrome warnings “shall give concise information of meteorological conditions which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services”.

2.2 In Hong Kong, China, regular liaison meetings are held with airlines, operators and pilots to obtain users’ feedback on aviation weather services for the Hong Kong International Airport. A suggestion was recently made by the users to include the surface wind direction in the aerodrome warning of strong surface wind and gusts. The wind direction information is considered important to pilots since there is directional dependence of the turbulence intensity at HKIA due to effects of surrounding terrain under strong wind conditions. The information is also considered important to aerodrome operators for planning of ground operations of aircraft and cargoes at HKIA, especially during the passage of tropical cyclones when the surface wind speed and direction could change and affect different operators differently.

2.3 To address the users’ feedback, it is proposed to revise the template for aerodrome warnings in Table A6-2 of Annex 3 to include the surface wind direction, in addition to the surface wind speed and gusts under the phenomenon section, in the form of “SFC WIND n[n] nn[n]KMH MAX nn[n]”. A revised version of the Table A6-2 reflecting the proposed changes is included in the

Appendix for illustration. The meeting is invited to consider the merits of the proposal and formulate the following draft Conclusion:

Draft Conclusion 9/xx – Revision to the Annex 3 Template for Aerodrome Warnings

That, ICAO be invited to consider including the surface wind direction, in addition to the surface wind speed and gusts under the phenomenon section of the template for aerodrome warnings in Table A6-2 of Annex 3

Note: a possible way to include the surface wind direction information is in the form of “SFC WIND n[n] nn[n]KMH MAX nn[n]”.

3. **ACTION BY THE GROUP**

3.1 The meeting is invited to:

- (a) note the information in this paper; and
- (b) agree on the proposed draft conclusion.

Appendix

**Proposed Changes to
Table A6-2. Template for aerodrome warnings**

Proposed changes are highlighted in bold

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<i>Element</i>	<i>Detailed content</i>	<i>Template</i>	<i>Example</i>
Phenomenon (M) ²	Description of phenomenon causing the issuance of the aerodrome warning	TC ³ nnnnnnnnnn or [HVY] TS or GR or [HVY] SN [nnCM] ³ or [HVY] FZRA or [HVY] FZDZ or RIME ⁴ or [HVY] SS or [HVY] DS or SA or DU or SFC WIND n[n] ⁷ nn[n]KMH MAX nn[n] (SFC WIND n[n] ⁷ nn[n]KT MAX nn[n]) or SQ or FROST or VA or <i>Free text up to 32 characters</i> ⁵	TC ANDREW HVY SN 25CM SFC WIND NE 80KMH MAX 120 VA

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Notes.—

1. Fictitious location.
2. One phenomenon or a combination thereof, in accordance with 5.1.2.
3. In accordance with 5.1.2.
4. Hoar frost or rime in accordance with 5.1.2.
5. In accordance with 5.1.3.
6. End of the message (as the aerodrome warning is being cancelled).
7. **Prevailing wind direction in eight-point compass.**