

Special Air-Reports Importance of Transmission – For All Pilots and Operators

Reference: Section 9 of EUR Doc 018, and ICAO Annex 3 Chapter 5 and its Appendix 4


CIVIL AVIATION DIRECTORATE

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This PEL notice is being issued in order to bring to the attention of Operators and Pilots the OAN issued by TMCAD Flight Operations Department as attached to this PEL notice.

PERSONNEL LICENSING SECTION

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OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Transport Malta Malta Transport Centre Pantar Road Lija LJA 2021 Malta
OAN Number: 10/18	Issue Date: 19 July 2018	
Subject: Technical specifications related to aircraft observations and reports by voice communications		

1.0 INTRODUCTION

This OAN is being issued in relation to the importance of Reporting Special Air-Reports as described in COMMISSION REGULATION (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation

Operators must ensure that flight crew members are informed with the contents of the OAN.

2.0 SPECIAL AIR-REPORTS

2.1 Reporting

The importance to report Special Aircraft Observations is pronounced since:

- Operators, are the main users of SIGMET information and are also the main contributors through the issuance of Special Air-reports by pilots;
- Pilots reports are an important source of information to the Met Watch Office;
- Pilot reports allow forecasters to obtain information on upper air weather;
- Special Air-reports are the sole source of information with regards to clear-air turbulence.

Special Air-Reports can also concern Volcanic Activity. Pre-eruption/eruption or volcanic ash cloud shall be recorded on a 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 concerned could be affected by volcanic ash clouds. A Volcanic Activity Report form can be accessed from <https://www.easa.europa.eu/easa-and-you/safety-management/volcanic-ash>

2.2 Condition prompting the issuance of a special air-report

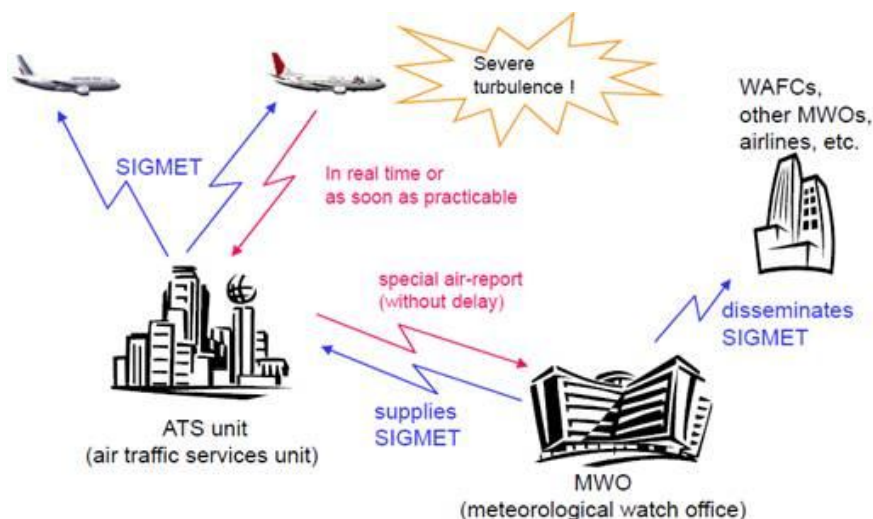
Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

- (1) moderate or severe turbulence; or
- (2) moderate or severe icing; or
- (3) severe mountain wave; or
- (4) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines;
or
- (5) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
- (6) heavy dust storm or heavy sandstorm; or
- (7) volcanic ash cloud; or
- (8) Pre-eruption volcanic activity or a volcanic eruption.

Also when other meteorological conditions not listed under SERA.12005 (a), 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.

Reference: SERA.12005 (a) and SERA.12010

2.3 Information Flow



Special Air-reports can be transmitted by aircraft in two ways, via data link (which in Malta's case is still unavailable) or by voice transmission. Such a transmission shall be performed by the aircraft as soon as practicable to the concerned ATS unit, the following example is provided.

AIRREP SPECIAL AIR EXAMPLE WUN ZERO WUN POSITION FIVE ZERO ZERO FIVE NORTH ZERO ZERO TOO ZERO WUN WEST WUN FIVE TREE SIX FLIGHT LEVEL TREE WUN ZERO CLIMBING TO FLIGHT LEVEL TREE FIVE ZERO SEVERE TURBULENCE

ATS shall on receipt of the Special Air-Reports, such as the above, relay without delay the report to the associated meteorological office & to other aircraft in flight.

2.4 Technical Specifications related to aircraft observations and reports by voice communications

These reports should at least contain the below information:

- Message type designator
- Section 1 (Position information)
- Aircraft identification
- Position or latitude and longitude
- Time
- Level or range of levels

For further reading ICAO Annex 3 & ICAO Doc 4444 – PANS ATM.

Flight Operations Inspectorate