

Dear Colleagues,

Attached, you may find Corrigendum to Supplement No.6 to the Manual on Codes that was finalized and endorsed by the Joint CT-MTDCF/ET-DR&C meeting that was held in Geneva from 1 to 5 September 2008.

The first page of the Corrigendum contains corrections of the editorial imperfections detected in the current text. In particular, there is the proper form of the METAR/SPECI group "State of the runway" in compliance with the content of my e-mail of 24 June 2008.

The second part of the Corrigendum contains additions and clarifications endorsed by the CT-MTDCF/ET-DR&C meeting:

- The modifications of Regulations 15.7.1, 15.8.14 and 15.8.15 were introduced to assure unambiguous usage of the terms "horizontal visibility" and "visibility" in these regulations.
- The modification of Regulation 15.10 was introduced to ensure that CAVOK is not used whenever the "prevailing visibility" is 10 km or more while the "minimum visibility" remains below 5000 metres.
- The modification of Regulation 12.4.10.1 was introduced to allow inclusion of four cloud groups in SYNOP messages when instrument detected cloud layers are reported.

With best regards,

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Corrigendum to Supplement No. 6 to the Manual on Codes, WMO-No. 306, Vol. I.1

Page I.1-A-25

Group "State of the runway" in the METAR/SPECI code form should read :

(RD_RD_R/E_RC_RQ_RQ_RB_RB_R)

i.e. a "/" should be added between "D_RD_R" and "E_RC_R".

Pages I.1-A-33 and I.1-A-34

Group "State of the runway" in Regulations 15.13 and 15.13.6 should read :

(RD_RD_R/E_RC_RQ_RQ_RB_RB_R)

i.e. a "/" should be added between "D_RD_R" and "E_RC_R".

Page I.1-A-27:

15.6.1 should read:

The group VVVV shall be used to report prevailing visibility. When the horizontal visibility is not the same in different directions and when the visibility is fluctuating rapidly and the prevailing visibility and less than 5 000 metres **cannot be determined**, the group VVVV shall be used to report the lowest visibility. When visibility sensors are used and they are sited in such a manner that no directional variations can be given, the abbreviation NDV shall be appended to visibility reported.

Page I.1-A-112:

Correct regulation

51.6.3

"....., and CAVOK ~~or SKC~~ are not appropriate, the abbreviation NSC shall be used."

to read:

"....., and CAVOK **is** not appropriate, the abbreviation NSC shall be used."

In English only: Page I.1-A-114:

Modify last line of 51.9.2:

TEMPO 2922/3001

Page I.1-B-23:

G₂G₂

Modify Note 2:

(2) When the period is between 25 and 48 hours after G₁G₁, G₂G₂ shall be encoded by adding 50 to the time of the ending period of the forecast (**however this note (2) does not apply to G₂G₂ in FM 51**).

Joint meeting CT-MTDCF/ET-DR&C that was held in Geneva from 1 to 5 September 2008 endorsed the following additions and clarifications.

DEFINITIONS to be added:

Prevailing visibility

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.

Visibility (for aeronautical purposes)

Visibility for aeronautical purposes is the greater of:

- a) the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background;
- b) the greatest distance at which lights in the vicinity of 1000 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).

Page I.1-A-28

Modify Regulation 15.7.1 to read:

15.7.1 During the periods when either the horizontal visibility **reported in the group VVVV** or the runway visual range for one or more runways available for landing is observed to be less than 1 500 m, one or more groups under Regulation 15.7 shall be included in the report.

(i.e. add "reported in the group VVVV" after "horizontal visibility")

Page I.1-A-31

Modify Regulation 15.8.14 and 15.8.15 to read:

15.8.14 For w'w' = **BR** to be reported, the visibility **reported in the group VVVV** shall be at least 1000 metres but not more than 5 000 metres.

15.8.15 For w'w' = **FG** to be reported without the qualities MI, BC or VC, the visibility **reported in the group VVVV** shall be less than 1000 metres.

(i.e. add "reported in the group VVVV" after "visibility")

Page I.1-A-33

Modify Regulation 15.10 (a) to read:

15.10 The word CAVOK shall be included in place of the groups under Reg. 15.6, 15.8 and 15.9, when the following conditions occur simultaneously at the time of observation:

- (a) Visibility reported in the group VVVV is 10 km or more and criteria for inclusion of the group V_NV_NV_NV_ND_V are not met;
- (b)
- (c)

(i.e. add “reported in the group VVVV” and “and criteria for inclusion of the group V_NV_NV_NV_ND_V are not met” after “visibility” and after “more”, respectively)

Page I.1-A-22

Modify the first paragraph of Regulation 12.4.10.1 to read:

12.4.10.1 This group shall be repeated to report a number of different layers or masses of cloud. *When reported from a manned station*, the number of such groups shall in the absence of Cumulonimbus clouds not exceed three. Cumulonimbus clouds, when observed, shall always be reported, so that the total number of groups can be four. *When the station operates in the automatic mode, the total number of groups shall not exceed four.*