

aeronautical information in the cockpit helps pilots plan more safe and efficient flight paths, as well as make strategic decisions during flight to avoid potentially hazardous weather.

Pilots are encouraged to provide a continuous exchange of information on weather, winds, turbulence, flight visibility, icing, etc., between pilots and inflight specialists. Pilots should report good weather as well as bad, and confirm expected conditions as well as unexpected. Remember that weather conditions can change rapidly and that a “go or no go” decision, as mentioned in paragraph 7-1-4b2, should be assessed at all phases of flight.

**g.** Following any briefing, feel free to ask for any information that you or the briefer may have missed or are not understood. This way, the briefer is able to present the information in a logical sequence, and lessens the chance of important items being overlooked.

## **7-1-6. Inflight Aviation Weather Advisories**

### **a. Background**

**1.** Inflight Aviation Weather Advisories are forecasts to advise en route aircraft of development of potentially hazardous weather. Inflight aviation weather advisories in the conterminous U.S. are issued by the Aviation Weather Center (AWC) in Kansas City, MO, as well as 20 Center Weather Service Units (CWSU) associated with ARTCCs. AWC also issues advisories for portions of the Gulf of Mexico, Atlantic and Pacific Oceans, which are under the control of ARTCCs with Oceanic flight information regions (FIRs). The Weather Forecast Office (WFO) in Honolulu issues advisories for the Hawaiian Islands and a large portion of the Pacific Ocean. In Alaska, the Alaska Aviation Weather Unit (AAWU) issues inflight aviation weather advisories along with the Anchorage CWSU. All heights are referenced MSL, except in the case of ceilings (CIG) which indicate AGL.

**2.** There are four types of inflight aviation weather advisories: the SIGMET, the Convective SIGMET, the AIRMET (text or graphical product), and the Center Weather Advisory (CWA). All of these advisories use the same location identifiers (either

VORs, airports, or well-known geographic areas) to describe the hazardous weather areas.

**3.** The Severe Weather Watch Bulletins (WWs), (with associated Alert Messages) (AWW) supplements these Inflight Aviation Weather Advisories.

### **b. SIGMET (WS)/AIRMET (WA or G-AIRMET)**

SIGMETs/AIRMET text (WA) products are issued corresponding to the Area Forecast (FA) areas described in FIG 7-1-4 and FIG 7-1-5. The maximum forecast period is 4 hours for SIGMETs and 6 hours for AIRMETs. The G-AIRMET is issued over the CONUS every 6 hours, valid at 3-hour increments through 12 hours with optional forecasts possible during the first 6 hours. The first 6 hours of the G-AIRMET correspond to the 6-hour period of the AIRMET. SIGMETs and AIRMETs are considered “widespread” because they must be either affecting or be forecasted to affect an area of at least 3,000 square miles at any one time. However, if the total area to be affected during the forecast period is very large, it could be that in actuality only a small portion of this total area would be affected at any one time.

**1.** SIGMETs/AIRMET (or G-AIRMET) for the conterminous U.S. (CONUS)

SIGMETs/AIRMET text products for the CONUS are issued corresponding to the areas in FIG 7-1-4. The maximum forecast period for a CONUS SIGMET is 4 hours and 6 hours for CONUS AIRMETs. The G-AIRMET is issued over the CONUS every 6 hours, valid at 3-hour increments through 12 hours with optional forecasts possible during the first 6 hours. The first 6 hours of the G-AIRMET correspond to the 6-hour period of the AIRMET. SIGMETs and AIRMETs are considered “widespread” because they must be either affecting or be forecasted to affect an area of at least 3,000 square miles at any one time. However, if the total area to be affected during the forecast period is very large, it could be that in actuality only a small portion of this total area would be affected at any one time. Only SIGMETs for the CONUS are for non-convective weather. The U.S. issues a special category of SIGMETs for convective weather called Convective SIGMETs.

**2.** SIGMETs/AIRMETs for Alaska