

TBL 7-1-6

<b>SERVICE LEVEL A</b>	
Service Level A consists of all the elements of Service Levels B, C and D plus the elements listed to the right, if observed.	10 minute longline RVR at precedented sites or additional visibility increments of 1/8, 1/16 and 0 Sector visibility Variable sky condition Cloud layers above 12,000 feet and cloud types Widespread dust, sand and other obscurations Volcanic eruptions
<b>SERVICE LEVEL B</b>	
Service Level B consists of all the elements of Service Levels C and D plus the elements listed to the right, if observed.	Longline RVR at precedented sites (may be instantaneous readout) Freezing drizzle versus freezing rain Ice pellets Snow depth & snow increasing rapidly remarks Thunderstorm and lightning location remarks Observed significant weather not at the station remarks
<b>SERVICE LEVEL C</b>	
Service Level C consists of all the elements of Service Level D plus augmentation and backup by a human observer or an air traffic control specialist on location nearby. Backup consists of inserting the correct value if the system malfunctions or is unrepresentative. Augmentation consists of adding the elements listed to the right, if observed. During hours that the observing facility is closed, the site reverts to Service Level D.	Thunderstorms Tornadoes Hail Virga Volcanic ash Tower visibility Operationally significant remarks as deemed appropriate by the observer
<b>SERVICE LEVEL D</b>	
This level of service consists of an ASOS or AWOS continually measuring the atmosphere at a point near the runway. The ASOS or AWOS senses and measures the weather parameters listed to the right.	Wind Visibility Precipitation/Obstruction to vision Cloud height Sky cover Temperature Dew point Altimeter

### 7-1-11. Weather Radar Services

a. The National Weather Service operates a network of radar sites for detecting coverage, intensity, and movement of precipitation. The network is supplemented by FAA and DoD radar sites in the western sections of the country. Local warning radar sites augment the network by operating on an as needed basis to support warning and forecast programs.

b. Scheduled radar observations are taken hourly and transmitted in alpha-numeric format on weather telecommunications circuits for flight planning purposes. Under certain conditions, special radar reports are issued in addition to the hourly transmittals. Data contained in the reports are also collected by the National Center for Environmental Prediction and used to prepare national radar summary charts for dissemination on facsimile circuits.

c. A clear radar display (no echoes) does not mean that there is no significant weather within the coverage of the radar site. Clouds and fog are not detected by the radar. However, when echoes are present, turbulence can be implied by the intensity of the precipitation, and icing is implied by the presence of the precipitation at temperatures at or below zero degrees Celsius. Used in conjunction with other weather products, radar provides invaluable information for weather avoidance and flight planning.