

# Aviation Weather Decode Card

## UTC Conversion Table

UTC	EST	CST	WST
0000	1000	0930	0800
0100	1100	1030	0900
0200	1200	1130	1000
0300	1300	1230	1100
0400	1400	1330	1200
0500	1500	1430	1300
0600	1600	1530	1400
0700	1700	1630	1500
0800	1800	1730	1600
0900	1900	1830	1700
1000	2000	1930	1800
1100	2100	2030	1900
1200	2200	2130	2000
1300	2300	2230	2100
1400	0000	2330	2200
1500	0100	0030	2300
1600	0200	0130	0000
1700	0300	0230	0100
1800	0400	0330	0200
1900	0500	0430	0300
2000	0600	0530	0400
2100	0700	0630	0500
2200	0800	0730	0600
2300	0900	0830	0700

## SIGMET

SIGMETs provide information on observed or forecast hazardous weather conditions.	
Issue Times	As required
Validity	Four hours, reviewed after three hours or when further information available.
Heights	Feet AMSL up to 10,000; flight levels from FL100
Area	North and south of 30°S in Brisbane FIR and west and east of 130°E in Melbourne FIR

## ARFOR

Area forecasts are forecasts for a specific region. They are intended for use for domestic IFR and VFR flights below 10,000.		
Issue Times	Various depending on area. Daylight hours forecast published as early as practical in the morning.	
Validity	Routinely 12 hours but may vary.	
Heights	Feet AMSL	
Area	Defined areas as specified on the Planning Chart Australia (PCA)	
Wind	Speed	Knots
	Direction	Degrees True
Cloud	Type	AS, AC, NS, SC, ST, TCU, CB
	Amount	SKC, FEW, SCT, BKN, OVC
Temperature	Degrees Celcius	

## TAF and TTF

A TAF is an aerodrome forecast provided for a specific aerodrome, presented in code.		
A TTF is a forecast, valid for two hours, attached to the end of a METAR or SPECI stating any significant changes from those described. While the TTF is valid it supersedes the aerodrome TAF.		
Issue Times	Major aerodromes 00, 06, 12, 18 Z	
Validity	12, 18 or 24 hours depending on location.	
Heights	Feet above aerodrome level	
Area	Within 5 NM of the aerodrome reference.	
Wind	Speed	Knots
	Direction	Degrees True
Visibility	Up to 9999 metres – in metres, eg 6000	
	Above 9999 metres – in kilometres, eg 20KM CAVOK and 9999 may be used	
Cloud	Type	CB
	Amount	NSC, SKC, FEW, SCT, BKN, OVC
Temperature	Degrees Celcius	

## METAR AND SPECI

A METAR is a routine meteorological report, compiled manually, provided for a specific aerodrome.		
A METAR AUTO is a routine meteorological report provided by an automatic weather station (AWS) provided for a specific aerodrome.		
A SPECI is a METAR issued outside of the routine issue time of a METAR.		
Issue Times	METARs are issued at fixed times, hourly or half hourly	
Heights	Feet above aerodrome level	
Area	Within 8km of the aerodrome reference point. When the term VC is used it applies to the area between 8 and 16 km from the aerodrome reference point.	
Wind	Speed	Knots
	Direction	Degrees True
Visibility	Up to 9999 metres – in metres, eg 6000	
	Above 9999 metres – in kilometres, eg 20KM Visibility variation shown by adding the direction eg 2000NE – visibility variation not reported in METAR AUTO. CAVOK and 9999 may be used	
Cloud	Type	CB, TCU
	Amount	NSC, SKC, FEW, SCT, BKN, OVC
Temperature	Degrees Celcius	

## ATIS and Take-off and Landing Reports

ATIS is a continuous plain language broadcast of the current conditions of an aerodrome. It is broadcast on a discrete frequency.		
Take-off and landing reports are available at locations where CA/GRS or UNICOM is provided.		
Issue Times	Continuously during operating hours	
Heights	Feet above aerodrome level	
Area	Within 8km of the aerodrome reference point.	
Altimeter Setting	Hectopascals	
Temperature	Degrees Celcius	
Cloud if significant or below 5,000 feet	Type	CB, TCU
	Amount	NSC, SKC, FEW, SCT, BKN, OVC
Wind	Speed	Knots
	Direction	Degrees Magnetic
Visibility	Up to 9999 metres – in metres, eg 6000	
	Above 9999 metres – Greater than 10 KM CAVOK may be used	

When Cumulonimbus cloud (CB) is included in meteorological information this implies that there may be associated thunderstorms and the occurrence of severe icing, turbulence and hail.

# Aviation Weather Decode Card

<b>//*</b>	Weather is clear or current weather is not detectable
<b>///*</b>	Cloud is detected, no CB / TCU identified
<b>-</b>	Light
<b>(Blank space)</b>	Moderate (when included before a weather phenomenon)
<b>+</b>	Heavy
<b>9999</b>	Visibility 10 km or greater
<b>ABT</b>	About
<b>AC</b>	Alto cumulus
<b>AGL</b>	Above ground level
<b>AIP</b>	Aeronautical Information Package
<b>AIREP</b>	Air report – from aircraft in flight
<b>AMD</b>	Amended
<b>AMSL</b>	Above mean sea level
<b>ARFOR</b>	Area forecast
<b>AS</b>	Altostratus
<b>ATIS</b>	Automatic terminal information service
<b>ATS</b>	Air traffic services
<b>AWIB</b>	Automatic weather information service
<b>AWS</b>	Automatic weather station
<b>BC</b>	Patches
<b>BECMG</b>	Becoming
<b>BKN</b>	Broken (5-7 oktas)
<b>BL</b>	Blowing
<b>BR</b>	Mist
<b>BWR</b>	Basic weather report
<b>CAT</b>	Clear air turbulence
<b>CAVOK</b>	Cloud and visibility OK
<b>CB</b>	Cumulonimbus
<b>CLD</b>	Cloud
<b>CNL</b>	Cancelled
<b>COR</b>	Corrected
<b>CU</b>	Cumulus
<b>DP</b>	Dew point temperature
<b>DR</b>	Drifting

<b>DS</b>	Dust storm
<b>DU</b>	Dust
<b>DZ</b>	Drizzle
<b>EMBD</b>	Embedded
<b>FC</b>	Funnel Cloud
<b>FCST</b>	Forecast
<b>FEW</b>	Few (1 -2 oktas)
<b>FG</b>	Fog (visibility less than 1000 metres)
<b>FIR</b>	Flight information region
<b>FL</b>	Flight level
<b>FM</b>	From
<b>FRQ</b>	Frequent
<b>FU</b>	Smoke
<b>FZ</b>	Freezing
<b>FZL</b>	Freezing level
<b>G</b>	Gusts
<b>GOOD</b>	Visibility greater than 10km over the entire forecast area
<b>GR</b>	Hail (5mm or more)
<b>GS</b>	Hail (smaller than 5 mm)
<b>HVY</b>	Heavy
<b>HZ</b>	Haze
<b>IC</b>	Ice crystals
<b>ICAO</b>	International Civil Aviation Organisation
<b>ICE</b>	Icing
<b>IFR</b>	Instrument flight rules
<b>IMC</b>	Instrument meteorological conditions
<b>INTER</b>	Intermittently (less than 30 minutes duration)
<b>ISOL</b>	Isolated
<b>KM</b>	Kilometres
<b>KT</b>	Knots
<b>LYR</b>	Layer
<b>M</b>	Metres
<b>METAR</b>	Aerodrome routine meteorological report
<b>METAR</b>	Automatic aerodrome

<b>AUTO</b>	meteorological report
<b>MI</b>	Shallow
<b>MOD</b>	Moderate
<b>MOV</b>	Moving
<b>MS</b>	Minus
<b>MTW</b>	Mountain waves
<b>NC</b>	No change
<b>NCD</b>	No cloud detected (METAR AUTO Only)
<b>NDV</b>	No directional variation available (METAR AUTO only)
<b>NM</b>	Nautical miles
<b>NOSIG</b>	No significant change
<b>NOTAM</b>	Notice to airmen
<b>NS</b>	Nimbostratus
<b>NSC</b>	No significant cloud
<b>NSW</b>	No significant weather
<b>OBSC</b>	Obscured
<b>OCNL</b>	Occasional
<b>OVC</b>	Overcast (8 oktas)
<b>PIREP</b>	Pilot report
<b>PL</b>	Ice pellets
<b>PO</b>	Dust devils
<b>PR</b>	Partially covered with fog
<b>PROB</b>	Probability
<b>PROV</b>	Provisional
<b>PS</b>	Plus
<b>QNH</b>	Altimeter sub-scale setting
<b>RA</b>	Rain
<b>RE</b>	Recent
<b>RMK</b>	Remark
<b>RVR</b>	Runway visual range
<b>SA</b>	Sand
<b>SC</b>	Stratocumulus
<b>SCT</b>	Scattered (3-4 oktas)
<b>SEV</b>	Severe
<b>SFC</b>	Surface
<b>SG</b>	Snow grains

<b>SH</b>	Shower
<b>SIG</b>	Significant
<b>SIGMET</b>	Significant meteorological information
<b>SKC</b>	Sky Clear
<b>SN</b>	Snow
<b>SPECI</b>	Aerodrome special meteorological report
<b>SQ</b>	Squall
<b>SS</b>	Sandstorm
<b>ST</b>	Stratus
<b>STNR</b>	Stationary
<b>T</b>	Temperature in degrees celcius
<b>TAF</b>	Aerodrome forecast
<b>TC</b>	Tropical cyclone
<b>TCU</b>	Towering cumulus
<b>TEMPO</b>	Temporarily (30 – 60 minutes duration)
<b>TIL</b>	Until
<b>TL</b>	Till
<b>TREND</b>	Trend forecast
<b>TS</b>	Thunderstorm
<b>TURB</b>	Turbulence
<b>UTC</b>	Coordinated universal time
<b>V</b>	Variations from mean wind direction
<b>VA</b>	Volcanic Ash
<b>VC</b>	Vicinity of aerodrome (within 10 NM)
<b>VFR</b>	Visual flight rules
<b>VMC</b>	Visual meteorological conditions
<b>VRB</b>	Variable
<b>WKN</b>	Weakening
<b>WDSPR</b>	Widespread
<b>WS</b>	Windshear
<b>WX</b>	Weather
<b>Z</b>	Coordinated universal time