

# Factsheet updatecriteria (AUTO) SPECIAL

Item	Variable	Definition	The criteria for issuing a SPECIAL or AUTO SPECIAL report			
Runway in use	Runway in use	The runway(s) in use for which the meteorological observation report is valid.	A change of the runway(s) in use, including opening/closing of runway(s).			
Wind	Direction	The 2 minute average wind direction in degrees with respect to true North.	A change in the mean wind direction of 30 degrees or more, the mean wind speed before and/or after the change being 10 knots or more.			
	Speed	The 2 minute average wind speed in knots.	A change in the mean wind speed, being an increase or a decrease, of 10 knots or more.			
	Directional variation	The most backed and veered wind direction over the last 10 minutes or less in case of a marked discontinuity in degrees with respect to true North.	A difference in the most backed and most veered wind direction of 60 degrees or more, the mean wind speed being 3 knots or more AND the directional wind variation is not reported in the previous report.			
	Speed variation	The gust (maximum wind speed) and the lull (minimum wind speed) over the last 10 minutes or less in case of a marked discontinuity in knots.	<p>The maximum wind speed (gust) and/or the minimum wind speed (lull) differs 5 knots or more from the average wind speed AND the maximum or minimum wind speed is not reported in the previous report.</p> <p>A difference in the maximum wind speed (gust) and/or the minimum wind speed (lull) of 5 knots or more in comparison to the previous reported maximum wind speed (gust) and/or minimum wind speed (lull), the mean wind speed before or after the change being 7 knots or more.</p>			
Visibility	Visibility (VIS)	The 10 minute (or less in case of a marked discontinuity) average horizontal visibility at the touch down zone (TDZ) (arrival) or starting point (departure) of the runway(s) in use in metres	improvement	deterioration		
			<p>After a 5 minute prolongation of a visibility value when reaching or exceeding a visibility threshold.</p> <p>Immediately (bearing in mind processing time) when the visibility drops below a visibility threshold.</p> <p>The horizontal visibility thresholds are 0800, 1500, 3000, 5000 and 8000 metres.</p>			
Present weather	Present weather	The observed present weather phenomena at an aerodrome that may have an effect on aviation. A maximum of three present weather groups are reported.	<p><b>Onset or cessation</b> of the following weather phenomena:</p> <ul style="list-style-type: none"> <li>• freezing fog (FZFG);</li> <li>• low drifting (&lt; 2 meters) dust (DU), sand (SA) or snow (SN): DR..(no intensity !) (not provided in AUTO SPECIAL);</li> <li>• blowing (2 meters or higher) dust (DU), sand (SA) or snow (SN): BL..(no intensity !) (not provided in AUTO SPECIAL);</li> <li>• thunderstorms with or without precipitation: TS or (+, -) TS.. (.) (.);</li> <li>• squall (SQ);</li> <li>• funnel cloud or water spout on (+) or above ( ) ground or water surface: (+, ) FC (not provided in AUTO SPECIAL).</li> </ul> <p><b>Onset, cessation or change in intensity</b> of the following weather phenomena:</p> <ul style="list-style-type: none"> <li>• light, moderate or heavy freezing precipitation: (+, -) FZ .. (.);</li> <li>• light, moderate or heavy drizzle (DZ), rain (RA), snow (SN), unknown precipitation (UP) with or without showers: (+, -) (SH).. (.) (.);</li> <li>• light, moderate or heavy ice pellets (PL), small hail or soft hail (GS) or hail (GR) with or without showers: (+, -) (SH).. (.) (.).</li> </ul> <p><b>Changes between precipitation types RA and DZ, without change of intensity, do not lead to the issuance of a SPECIAL or AUTO SPECIAL (e.g. -RA becoming -DZ or -RADZ becoming -DZRA)</b></p>			
			improvement	deterioration		
			<p>After a 5 minute prolongation of a weather improvement. Exception is TS with or without showers, for which a 10 minute prolongation of improvement is required.</p>		<p>Immediately (bearing in mind processing time) when the weather deteriorates and reaches a weather threshold.</p>	
Clouds	Clouds	The clouds (cloud amount, height of cloud base and cloud type) of operational significance and representative of the approach area. A maximum of four cloud groups are reported.				
			improvement	deterioration		
			<p>After a 10 minute prolongation of improvement which is defined as when the cloud coverage of the cloud layer(s) below 1500 feet changes from BKN or OVC to SCT, FEW, NSC or NCD.</p>		<p>Immediately (bearing in mind processing time) when NCD, NSC, FEW or SCT changes to BKN or OVC with a cloud base below 1500 feet.</p>	
			improvement	deterioration		
<p>After a 10 minute prolongation of improvement which is defined as when the height of the lowest cloud layer, with a height below 1500 feet AND with a coverage of BKN or OVC, reaches or exceeds one or more cloud base thresholds.</p>		<p>Immediately (bearing in mind processing time) when the height of the lowest cloud layer with a coverage of BKN or OVC, drops below one or more cloud base thresholds.</p>				
		<p>The height of the cloud base thresholds are 100, 200, 300, 500, 1000 and 1500 feet. For EHAM there is an additional threshold at 2000 feet.</p>				
CB/TCU	Cumulonimbus clouds (CB) or Towering Cumulus clouds (TCU)	The observation or dissipation of CB and/or TCU clouds at any height irrespective of cloud coverage.				

# Factsheet updatecriteria (AUTO) SPECIAL

Item	Variable	Definition	The criteria for issuing a SPECIAL or AUTO SPECIAL report	
<b>SPECIAL VFR criteria (valid for EHBK, EHGG, EHRD and EHLE only)</b>	<b>Clouds and visibility</b>	ATC may, under certain conditions, authorize special VFR flights within a control zone, when the flight visibility is not less than specified values. A clearance for a special VFR flight may be granted to pilots of aeroplanes when: a. the flight visibility is not less than 3 km; b. the clouds - FEW and SCT included - are not below 600 ft; c. the VFR flight can be executed clear of clouds and in continuous sight of ground or water surface.	A conditional criterion - for EHBK, EHGG, EHRD and EHLE only - applies when: • visibility is between $\geq 3$ and $< 5$ kilometres irrespective of cloudbase, or; • visibility is $\geq 5$ kilometres AND the cloudbase, BKN or OVC, is $< 1500$ feet, THEN; • clouds (FEW or more) $\geq 600$ feet determine whether Special VFR conditions apply or not.	
			Every change in meteorological conditions leading to a change in VFR status (normal VFR, SPECIAL VFR or below limits) leads immediately to the issuance of an AUTO SPECIAL.	
			<b>improvement</b>	<b>deterioration</b>
<b>Vertical visibility</b>	<b>Vertical visibility (VV)</b>	The vertical visibility is defined as the vertical visual range into an obscuring medium, expressed in hundreds of feet. In case of vertical visibility the second, third and fourth cloud group remains void.	After a 10 minute prolongation of improvement when the vertical visibility reaches or exceeds one or more vertical visibility thresholds.	Immediately (bearing in mind processing time) when the vertical visibility drops below one or more vertical visibility thresholds.
			The vertical visibility thresholds are 100, 200, 300, 500 and 1000 (1000 in case of precipitation) feet.	
<b>Temperature</b>	<b>Air temperature</b>	The air temperature in degrees Celsius (M when negative).	A change of 2 degrees or more from the temperature and/or dew-point reported in the previous report.	
	<b>Dew-point temperature</b>	The dew-point temperature in degrees Celsius (M when negative).		
<b>Pressure</b>	<b>QNH</b>	The pressure corrected to mean sea level in hectoPascals.	A change of 2 hPa or more from the QNH reported in the previous report.	
<b>TREND</b>	<b>TREND</b>	A landing forecast which consists of a concise statement of the expected significant changes in the meteorological conditions at the aerodrome with a period of validity of two hours.	If a TREND is amended due to the fact that the current TREND is no longer representative for the expected weather changes. The TREND amendment criteria equal the issuance criteria for SPECIAL and AUTO SPECIAL.	
<b>Transition Level</b>	<b>Transition Level (TL)</b>	The Transition Level is the lowest flight level available for use above the transition altitude in the EHAA FIR. The Transition Altitude is the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes. (The range of the TL is FL035 up to and including FL060. The TL increments are in steps of FL005.)  The TL is issued at EHAM and is used in the (AUTO) ACTUAL and (AUTO) SPECIAL of EHAM, EHRD, EHGG, EHBK and EHLE.	A change of the TL from the TL reported in the previous report.	
<b>Wind shear</b>	<b>Wind shear report (WSR)</b>	A reported sudden change of wind direction and/or wind speed at an airport. Windshear may be vertical or horizontal, or a mixture of both types.	A wind shear report is issued or cancelled.	
	<b>Wind shear forecast (WSF)</b>	A forecast for a sudden change of wind direction and/or wind speed at an airport. Windshear may be vertical or horizontal, or a mixture of both types.	A wind shear forecast is issued or cancelled.	
<b>Low Level Temperature Inversion</b>	<b>Low Level Temperature Inversion (LLTI)</b>	A layer in the lower atmosphere in which temperature increases at least 10 degrees Celsius with altitude in the lowest 1000 ft (also known as Marked Temperature Inversion, MTI).	A Low Level Temperature Inversion warning is issued or cancelled.	
			<b>improvement</b>	<b>deterioration</b>
<b>Runway Visual Range</b>	<b>Runway Visual Range (RVR)</b>	The range in metres over which the pilot of an aircraft present over the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.	The presentation of RVR is ceased when all operational visibility sensors at the aerodrome report visibility AND RVR values of 2000 metres or more.	The presentation of RVR starts when one or more of the operational visibility sensors at the aerodrome report(s) a 10 minute (or less in case of a marked discontinuity) averaged visibility and/or RVR below 1500 metres.
<b>Aviation incident or accident</b>	<b>Aviation incident or accident</b>	An aviation incident or accident which occurred at, or in the vicinity of, the aerodrome.	If air traffic control reports an incident or accident at, or in the vicinity of, the aerodrome.	
<b>Missing data</b>	<b>Missing data</b>	Interruption of the data delivery of one or more variables of the meteorological observation report.	The loss or return of data delivery of one or more variables in the meteorological observation report.	
<b>Interval</b>	<b>Interval</b>	The interval at which the SPECIAL criteria are assessed.	Every minute the SPECIAL criteria are assessed on the above mentioned rules and if one or more criteria are met a SPECIAL or AUTO SPECIAL is issued.	

Version 1.2 date 24072023