

² The Transmission Interval is the amount of time within which a new or updated product transmission must be completed (95%) and the rate or repetition interval at which the product is rebroadcast (95%).

³ The transmission and update intervals for the expanded set of basic meteorological products may be adjusted based on FAA and vendor agreement on the final product formats and performance requirements.

NOTE–

1. Details concerning the content, format, and symbols of the various data link products provided should be obtained from the specific avionics manufacturer.

2. NOTAM–D and NOTAM–FDC products broadcast via FIS–B are limited to those issued or effective within the past 30 days.

TBL 7–1–4
Product Parameters for Low/Medium/High Altitude Tier Radios

Product	Surface Radios	Low Altitude Tier	Medium Altitude Tier	High Altitude Tier
CONUS NEXRAD	N/A	CONUS NEXRAD not provided	CONUS NEXRAD imagery	CONUS NEXRAD imagery
Winds & Temps Aloft	500 NM look-ahead range	500 NM look-ahead range	750 NM look-ahead range	1,000 NM look-ahead range
METAR	100 NM look-ahead range	250 NM look-ahead range	375 NM look-ahead range	CONUS: CONUS Class B & C airport METARs and 500 NM look-ahead range Outside of CONUS: 500 NM look-ahead range
TAF	100 NM look-ahead range	250 NM look-ahead range	375 NM look-ahead range	CONUS: CONUS Class B & C airport TAFs and 500 NM look-ahead range Outside of CONUS: 500 NM look-ahead range
AIRMET, SIGMET, PIREP, and SUA/SAA	100 NM look-ahead range. PIREP/SUA/SAA is N/A.	250 NM look-ahead range	375 NM look-ahead range	500 NM look-ahead range
Regional NEXRAD	150 NM look-ahead range	150 NM look-ahead range	200 NM look-ahead range	250 NM look-ahead range
NOTAMs D, FDC, and TFR	100 NM look-ahead range	100 NM look-ahead range	100 NM look-ahead range	100 NM look-ahead range

7–1–10. Weather Observing Programs

a. Manual Observations. With only a few exceptions, these reports are from airport locations staffed by FAA personnel who manually observe, perform calculations, and enter these observations into the (WMSCR) communication system. The format and coding of these observations are contained in paragraph 7–1–28 , Key to Aviation Routine Weather Report (METAR) and Aerodrome Forecasts (TAF).

b. Automated Weather Observing System (AWOS).