

AIRCREW RECORDING AND REPORTING INSTRUCTIONS

Departure Station (For example, KDOV) <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table>					Destination Station (For example, EDAR) <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table>												
Actual Departure Date/Time (For example, 07/1535Z) <table border="1" style="display: inline-table; width: 150px; height: 20px; vertical-align: middle;"> <tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr> </table> Z									Actual Arrival Date/Time (For example, 08/0055Z) <table border="1" style="display: inline-table; width: 150px; height: 20px; vertical-align: middle;"> <tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr> </table> Z								
CFPI NUMBER (OMCFP example 0071052.8Z) (MAC CFP example 007105249Z) <table border="1" style="display: inline-table; width: 200px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table> Z																	
Forecast Wind Factor (For example P075) M	Actual Wind Factor (For example P082) M																
CFP Enroute Altitudes (For example 290/370) <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table> / <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table>									Actual Enroute Altitudes (For example 270/330) <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table> / <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"> <tr><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td><td style="width: 25px; height: 20px;"></td></tr> </table>								

1. **GENERAL:** This form is a worksheet for encoding position reports, meteorological data, and operational information, which when transmitted, is known as an Air Reort (AIREP). Since AIREPs are computer processed, strict adherence to format is required. AIREP reporting procedures will be IAW MAJCOM directives.
 2. **TYPE OF AIREP:** AIREPs are either Regular or Special.
 - a. **Regular AIREPs** are recorded in response to MAJCOM directives.
 - b. **Special AIREPs** are recorded when weather phenomena described in Note 1 are observed. The following information will be included in the AIREP: Aircraft Identification, Position, Time, Flight Level, and the weather phenomena observed. If a Special AIREP is transmitted, write "ARS" in the left margin preceding the report. If the phenomena warranting the making of a Special AIREP is observed at or near the time or place where a Regular AIREP is to be made, then include those items required in a Regular AIREP. Such an AIREP will also have "ARS" written in the left margin.
 3. **AIRCRAFT IDENTIFICATION:** This entry is limited to seven alphanumeric characters. Enter one of the prefixes listed at the end of this paragraph plus the last five digits of the aircraft tail number, or enter the tactical call sign. Use zeros as fillers between prefixes/tactical call signs and the tail number digits when there are less than a total of seven alphanumeric characters e.g., MA70168 or KITE001, AF - Air Force, AE - Air Evac, MA - MAC, SA - SAC, SM - Special Air Mission, SP - Other Special Air Missions, TA - TAC."
 4. **METEOROLOGICAL DATA:** Meteorological data encoded in AIREPs should represent conditions at or near the aircraft at the designated position and time. Record significant weather data not qualifying as a Special or Regular AIREP in the Supplementary Information Section.
 - a. **Flight Level Temperatures:** The ambient, outside air temperature reported in whole degrees Celsius; for example, a temperature of -55 degrees is encoded M55.
 - b. **Flight Level Winds:** A spot wind is measured in relation to true North. A wind from 340 degrees at 112 knots is encoded 34112; a wind from 300 degrees at 069 knots is encoded as 30069; a calm wind is encoded 00000 and a light and variable wind is encoded 99005.
- NOTE: If the average wind for a route segment exceeds 30 degrees error in direction or 25 knots in speed, make a "Special" AIREP to military agencies via PMSV or HF phone patch anytime they are encountered. Make plain text remarks to explain the reason for the report.
5. **SUPPLEMENTARY INFORMATION:** Meteorological or operational data required by MAJCOM/FLIP and not identified in the coded portion of the AIREP (Note 4) will be reported as supplementary information. Visibility of air refueling tracks (Note 2) will be a subjective evaluation of overall conditions. Common abbreviations are provided in Note 3. Record and report moderate turbulence and icing in the position report only if encountered within the last 10 minutes prior to reaching a compulsory reporting point.
 6. **WEATHER CODES:** Report hazards, weather and flight conditions IAW Note 4.

ATTENTION AIRCREWS

Upon termination of the flight, turn in this form to the destination USAF weather facility as part of the weather debriefing. Identify any information that was not transmitted. If a weather forecaster is not on duty or the location of the weather facility makes in-person debriefing impractical, the aircraft commander or designated representative will relay significant weather information to the USAF weather agency supporting the MAC CCC using military communications. When landing at non-USAF destination, turn this in at the next USAF weather facility.

WIND FACTOR COMPUTATION INSTRUCTIONS

The actual wind factor will be computed between the first position after initial level off at altitude and the last position prior to initiation of descent.

- | | |
|--|--|
| a. Total Distance
(Include any extra mileage for deviations from planned route.)
Example 3935 | c. Average Groundspeed
(Total distance from a, divided by time from b.)
Example $3935 \div 532 = 7.4$ |
| b. Time
(The actual time it took to travel the distance in a.)
(Example 0724) | d. Average TAS
(Example 450) |
| | e. Actual Wind Factor
(Average groundspeed from c, minus average TAS from d.)
Example $532 - 450 = P82$ |

ATTENTION WEATHER PERSONNEL

1. **Transmit all Routine AIREPs (ARP) and Special AIREPs (ARS)** on the AF Form 72, regardless if they were transmitted by the aircrew, over the Air Force Meteorological Data System (AFMEDS).
2. **AFMEDS AIREP Message Formats (AWSR 105-2):**
 - a. **AFMEDS (medium speed polled circuits) and other low and medium speed circuits that allow data to be input FREE-FORM** (without a bulletin heading).
 CCC(C) DATYP TEXT
 Where CCC(C) is FAA/ICAO location identifier
 DATYP is data type identifier
 Use ARP for routine AIREP
 Use ARS for Special AIREP
 TEXT is AIREP information
 Example 1: PHIK ARP MA00456 5441N 17212E 1830 F310 M50 222 31075 SPOT TURB MOD C5
 Example 2: SUU ARS MA00123 0521S 09347E 0919 F370 M57 303 02125 SPOT TURB SEV C141
 - b. **Certain low-speed teletype and dedicated medium speed circuits that do not allow data to be transmitted FREE-FORM.**
 SOM (10LTRS 2CR 1LF)
 TTAA ii XXXX YYGGgg (2CR 1LF)
 T
 Where TT is data content designator
 X Use UA
 AA is geographical designator
 Use EU for Europe, PA for Pacific
 ii is number of bulletin
 Use 2 for Europe and Pacific
 YY is day of month
 GGgg is time (Z)
 Example 1: European theater
 UAEU 2 XXXX 041915
 EDAF MA00627 4510N 01530W 1730 F350
 M55 728 31075 SPOT TURB MOD C5
 Example 2: Pacific theater
 UAPA 2 XXXX 041905
 RPMK MA00627 4515N 15014W 1810 F350
 M50 250 28050 SPOT TURB MOD C5

3. **After transmission of AIREPs,** dispose of the AF Form 72 per AFR 12-50, VOL II, Table 105-4, Rule 3.