

ERRATA SHEET

SUBJECT: Aeronautical Information Publication (AIP), Effective February 9, 2012.

This errata sheet transmits revised pages for AIP Amendment 2, effective February 9, 2012.

REMOVE PAGES	DATED	INSERT PAGES	DATED
GEN 3.5-41	10 MAR 11	GEN 3.5-41	10 MAR 11
GEN 3.5-42	9 FEB 12	GEN 3.5-42	9 FEB 12

*Note—
An on-line copy is available in PDF format at: http://www.faa.gov/air_traffic/publications/*

Attachment

19. Mandatory MET Points

19.1 Within the ICAO CAR/SAM Regions and within the U.S. area of responsibility, several mandatory MET reporting points have been

established. These points are located within the Houston, Miami, and San Juan Flight Information Regions (FIR). These points have been established for flights between the South American and Caribbean Regions and Europe, Canada and the U.S.

19.2 Mandatory MET Reporting Points Within the Houston FIR

Point	For Flights Between
ABBOT	Acapulco and Montreal, New York, Toronto, Mexico City and New Orleans.
ALARD	New Orleans and Belize, Guatemala, San Pedro Sula, Mexico City and Miami, Tampa.
ARGUS	Toronto and Guadalajara, Mexico City, New Orleans and Mexico City.
SWORD	Dallas-Fort Worth, New Orleans, Chicago and Cancun, Cozumel, and Central America.

19.3 Mandatory MET Reporting Points Within the Miami FIR

Point	For Flights Between
Grand Turk	New York and Aruba, Curacao, Kingston, Miami and Belem, St. Thomas, Rio de Janeiro, San Paulo, St. Croix, Kingston and Bermuda.
GRATX	Madrid and Miami, Havana.
MAPYL	New York and Guayaquil, Montego Bay, Panama, Lima, Atlanta and San Juan.
RESIN	New Orleans and San Juan.
SLAPP	New York and Aruba, Curacao, Kingston, Port-au-Prince, Bermuda and Freeport, Nassau, New York and Barranquilla, Bogota, Santo Domingo, Washington and Santo Domingo, Atlanta and San Juan.

19.4 Mandatory MET Reporting Points Within the San Juan FIR

Point	For Flights Between
GRANN	Toronto and Barbados, New York and Fort de France. At intersection of routes A321, A523, G432.
KRAFT	San Juan and Buenos Aires, Caracas, St. Thomas, St. Croix, St. Maarten, San Juan, Kingston and Bermuda.
PISAX	New York and Barbados, Fort de France, Bermuda and Antigua, Barbados.

TBL GEN 3.5–8

Intensity	Ice Accumulation
Trace	Ice becomes perceptible. Rate of accumulation slightly greater than rate of sublimation. Deicing/anti-icing equipment is not utilized unless encountered for an extended period of time (over 1 hour).
Light	The rate of accumulation may create a problem if flight is prolonged in this environment (over 1 hour). Occasional use of deicing/anti-icing equipment removes/prevents accumulation. It does not present a problem if the deicing/anti-icing equipment is used.
Moderate	The rate of accumulation is such that even short encounters become potentially hazardous and use of deicing/anti-icing equipment or diversion is necessary.
Severe	The rate of accumulation is such that deicing/anti-icing equipment fails to reduce or control the hazard. Immediate diversion is necessary.
Pilot Report: Aircraft Identification, Location, Time (UTC), Intensity of Type ¹ , Altitude/FL, Aircraft Type, Indicated Air Speed (IAS), and Outside Air Temperature (OAT) ² .	
¹ Rime or Clear Ice: Rime ice is a rough, milky, opaque ice formed by the instantaneous freezing of small supercooled water droplets. Clear ice is a glossy, clear, or translucent ice formed by the relatively slow freezing of large supercooled water droplets.	
² The Outside Air Temperature (OAT) should be requested by the FSS or ATC if not included in the PIREP.	