



Aviation Weather Report

Issued: Sunday,
June 14, 2026 —
07:45 PM NDT

Target Airspace:
CYYT

Valid Period: 24-
Hour Operational
Window

Next Update:
Monday, June 15,
2026 — 05:30 AM
NDT

1. Airport Status & Impact Matrix

⚠ OPERATIONAL HAZARD ALERT: A tightening pressure gradient will cause low cloud ceilings and dense fog to lock into coastal runways by Monday morning. Expect Instrument Flight Rules (IFR) or Low IFR (LIFR) restrictions to impact arrival rates.

Airport Hub	Category Outlook	Primary Threat	Operational Planning Window
CYYT (St. John's)	● LIFR / IFR	Advection fog & low ceilings	Monday 08:00 AM through Tuesday AM
CYQX (Gander)	● MVFR	Structural mechanical turbulence	Monday afternoon onward
CYDF (Deer Lake)	● VFR	Light mechanical turbulence only	Unrestricted daytime operations

In-Flight Enroute Hazards

Airframe Icing Risk Analysis

A cool, saturated air mass combined with frontal lifting will create high-probability icing zones over the eastern Avalon Peninsula.

- **Freezing Level:** Currently sitting at 4,500 feet MSL.
- **Icing Layer: Moderate Mixed Icing** forecasted within cloud layers between 5,000 and 9,000 feet MSL starting Monday morning.
- **Dispatcher Directive:** Non-iced approved regional turboprop aircraft should plan routes below 4,000 feet or utilize standard westerly tracks where moisture profiles are significantly thinner.

Wind Shear & Turbulence Forecast

- **Low-Level Wind Shear (LLWS):** High risk of mechanical wind shear below 1,500 feet at CYYT on Monday afternoon as easterly surface winds run counter to a strong southerly low-level jet (45 knots at 2,000 feet).
- **Clear Air Turbulence (CAT):** Moderate CAT expected along the northern edge of the jet stream boundary between FL240 and FL300 across the entire maritime airspace.

Convective & Thunderstorm Tracking

No convective activity or lightning threats are forecast for the immediate 24-hour window. However, flight tracking dispatch should monitor Tuesday afternoon's update, as an approaching cold front introduces a 20% risk of embedded thunderstorms with localized severe icing along the terminal approach routes.