



International Civil Aviation Organization

**FOURTEENTH MEETING OF THE ASIA/PACIFIC
METEOROLOGICAL INFORMATION EXCHANGE WORKING GROUP
(MET/IE WG/14)**

Bangkok, Thailand, 7 – 9 March 2016

Agenda Item 5: Quality control, monitoring and management of meteorological information exchange

AVAILABILITY OF OPMET DATA FROM ASIAPAC

(Presented by IATA)

SUMMARY

This paper summarizes the results of an availability monitoring of OPMET data for the ASIAPAC region with the focus on SADIS and WIFS distribution. Further it provides information about deficiencies.

1. INTRODUCTION

1.1 SADIS and WIFS are the two main data systems for weather data. Primarily SADIS is a satellite broadcasting system but it is also possible to get access to the SADIS Secure FTP Service. WIFS is only using the ftp for data provision.

1.2 Both systems are reliable source of weather data. Beside the distribution of WAWS products it is used for broadcasting OPMET data. Basis for the data distribution via SADIS/WIFS is the FASID Table MET 2A.

2. DISCUSSION

2.1 The requirements for OPMET data described in the FASID Table MET 2A which is under continuous revision. The current valid table reflects the user requirements as well as the AOP table of the ICAO regions. The latest editions of the FASID tables (28APR2014, no newer update is available) is used for the IATA monitoring.

2.2 The monitoring is based on the issuance time as provided in the METAR and on the validity start time of TAF.

2.3 The tables in the appendix give a brief overview about the current number of available airports providing OPMET data on SADIS/WIFS from the ASIAPAC region on a regular basis. This statistic is based on information provided in FASID Table MET 2 dated February 2014 and on the result of IATA monitoring of the SADIS/WIFS broadcast over period of 9 weeks (starting at 16th of December 2015).

Definition:

OPMET provision is considered as regular and satisfactory if over a period of 9 weeks OPMET data were received in more than 7 week and the total number of received OPMET data is higher than 80% of the maximum of expected OPMET data.

Maximum OPMET over 9 weeks:

METAR:	every 60 min = 216
	every 30 min = 432
	every 20 min = 648
TAF:	every 3 hours = 72
	every 6 hours = 36

Example:

MON:	VABB FT I 9 0032 6.....8.....9.....9.....9.....	MUMBAI India ASI
TUE:	VABB FT I 9 0032 5.....9.....9.....9.....9.....	MUMBAI India ASI
WED:	VABB FT I 9 0032 5.....9.....9.....9.....9.....	MUMBAI India ASI
THU:	VABB FT I 9 0032 5.....9.....9.....9.....9.....	MUMBAI India ASI
FRI:	VABB FT I 9 0032 5.....9.....9.....9.....9.....	MUMBAI India ASI
SAT:	VABB FT I 9 0026 4.....7.....9.....6.....9.....	MUMBAI India ASI
SUN:	VABB FT I 9 0033 6.....9.....9.....9.....9.....	MUMBAI India ASI

VABB is issuing TAFs 4 times per day. Over a period of 9 weeks an average of 32 TAFs have been received per weekday, except on Saturday. This is about 90% of the expected TAF for 6 days of the week.

There are several reasons why not the maximum number couldn't be achieved.

- Interruption of the communication
- System outages on recipients system
- OPMET is rejected due to incorrect format or content and it is not possible to rectify it manually

AOP Aerodromes;

2.4 The table below shows that **95,3%** (2015: 90,6%, 2014: 90,0%, 2013: 88,0%, 2012: 90,4%, 2011: 81,3%, 2010: 87,3%, 2009: 61,7%) **AOP aerodromes** provide METAR (SA) and **94,4%** (2015: 93,4, 2014: 92,4%, 2013: 91,2%, 2012: 94,3%, 2011: 75,7%, 2010: 89,3%, 2009: 86,0%) **AOP aerodromes** provide TAF (FT) as requested. All other AOP aerodromes do not meet the user's requirements.

States are obliged to issue METAR and TAF for AOP aerodromes unless the state notifies ICAO that no OPMET data are issued for that certain AOP aerodrome. Further details are listed in the attachments to this WP (in **YELLOW** all unsatisfactory airports (requires action).

Aerodromes listed in FASID MET 2A	312 (+0)	312 (+6)
AOP Aerodromes listed in FASID MET 2A	213 (+0)	213 (+2)
SA available	203 (+10)	193 (+3)
FT available	201 (+2)	199 (+4)

NON-AOP Aerodromes:

2.5 Since more and more Non-AOP aerodromes are used internationally IATA has formulated following general requirement for OPMET data in its IATA METTF/14 meeting:

IATA Position:

All OPMET data currently available should be distributed. This does not mean modifying the airport status in the AOP table

2.6 Non-AOP Aerodromes are widely used as en-route alternates and for ETOPS operation. With regard to a safe flight operation OPMET data for these aerodromes are important and should be available to all airlines.

2.7 The table below shows that **86,9%** (2015: 81,8, 2014: 83,2%, 2013: 85,0%, 2012: 82,5%, 2011: 74,3%, 2010: 69,2%, 2009: 66,1%) **Non-AOP aerodromes** provide METAR (SA) and **96,0%** (2015: 94,9, 2014: 96,8%, 2013: 89,5%, 2012: 96,5%, 2011: 72,1%, 2010: 74,1%, 2009: 67,7%) **Non-AOP aerodromes** issue TAF (FT) as requested. All other AOP aerodromes do not meet the user's requirements.

States are requested to issue and distribute METAR and TAF for Non-AOP aerodromes if available. Further details are listed in the attachments to this WP (in **YELLOW** all unsatisfactory airports (requires action).

Aerodromes listed in FASID MET 2A	312 (+0)	312 (+6)
Non-AOP Aerodromes listed in FASID MET 2A	99 (+0)	99 (+4)
SA available	86 (+5)	81 (+2)
FT available	95 (+1)	94 (+2)

2.8 **It can be concluded that since 2009 a significant improvement of OPMET data availability from the ASIAPAC region could be achieved.**

2.9 Nevertheless there are still some data gaps and also some problems in the regularity could be found.

2.10 In the attachments to this WP, details of the IATA monitoring of all aerodromes listed in FASID MET 2A and broadcasted on SADIS/WIFS are provided. These details not only pointing to missing data in the OPMET data exchange, but also indicating problems in the regularity of the OPMET data availability from the ASIAPAC region.

2.11 The columns of the tables in the appendices can be interpreted as follows:

Example:

Loc Ind	SA/day	SA/day	SA/day	SA/day	FT/day	FT/day	FT/day	FASID	AOP	SA/SP	TAF	Service
	AFTN	DWD	SADIS	WIFS	AFTN	DWD	SADIS	WIFS				
VOML	~~~~~	~~~~~	~~~~~	~~~~~	~~~~~	YYYYYYY	YYYYYYY	~~~~~	Y	Y	Y	T F
WALR	~~~~~	YYYYYYY	~~~~~	YYYYYYY	~~~~~	~~~~~	~~~~~	~~~~~	Y	Y	Y	T F
WAMM	~~~~~	YY~YYYY	YY~YYYY	YY~YYYY	YYYYYYY	YYYYYYY	YYYYYYY	YYYYYYY	Y	Y	Y	X F
WAOO	~~~~~	YYYYYYY	YYYYYYY	YYYYYYY	~~~~~	~~~~~	~~~~~	~~~~~	Y	Y	Y	T F

SA/day AFTN, SA/day DWD,
SA/day SADIS, SA/day WIFS
FT/day AFTN, FT/day DWD,
FT/day SADIS, FT/day WIFS

Each of these columns contains a string of 7 characters.
 Each character represents one weekday, starting from Monday till Sunday from left to right.
 “~” – no data received
 “Y” – data received according the definition in 2.3

FASID:

Aerodrome is listed in FASID MET 2A

AOP:

Aerodrome is listed (“Y”) or not listed (“N”) in the AOP table

SA/SP:

METAR/SPECI is required for these aerodrome

TAF:

“C” – 9H TAF required

“T” – 18/24H TAF required

“X” – 30H TAF required

“F” – 24H service

“P” – non 24H service

“N” – no service (NO OPMET)

Information in **YELLOW** requires special actions by ICAO and the states concerned.

VOML: no METAR received at all, FT not available on SADIS

WALR: no METAR received via WIFS, no TAF received at all

WAMM: METAR and TAF received regular

WAOO: METAR received regular, TAF only received through AFTN request for SIN OPMET DB

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) to note results of the IATA OPMET data monitoring and information provided;
- b) to use the result tables to improve the OPMET data exchange in general especially in coordination with the SADIS and WIFS operators; and
- c) to ask ICAO Regional Office to contact states in order to reduce the deficiencies in OPMET availability

ZSAM	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	XIAMEN/GAOJU	China
ZSPZ	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	FUZHOU/CHANGLE	China
ZSMC	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	HANGZHOU/XIAOSHAN	China
ZSN	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	JINAN/YAOQIANG	China
ZSNJ	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	NANJING/LUKOU	China
ZSDF	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	HEFEI/XINQIAO	China
ZSPD	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	X	F	SHANGHAI/PUDONG	China
ZSQD	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	QINGDAO/LIUTING	China
ZSSS	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	SHANGHAI/HONGQIAO	China
ZUCK	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	CHENGDU/WANGBEI	China
ZUUJ	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	CHENGDU/SHUANGLIU	China
ZUXC	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	XICHANG/QINGSHAN	China
ZWSH	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	X	F	KASHI/KASHI	China
ZWWW	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	X	F	URUMOI/DIWOPU	China
ZYHB	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	HARBIN/TAIPING	China
ZYTL	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	DALIAN/ZHOUSHUIZI	China
ZYTX	~~~~~	YYYYYY	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	Y	Y	Y	T	F	SHENYANG/TAOXIAN	China

WCFS	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	COFFS HARBOUR	Australia
VCIN	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	CURTIN	Australia
YRFT	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	FORREST	Australia
YGEL	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	GERALDTON	Australia
YHID	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	HORN ISLAND	Australia
YMAV	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	MALLON	Australia
YMLT	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	LAUNCESTON	Australia
YPEA	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	PEARCE	Australia
YPGU	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	PERC	Australia
YPTT	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	PERTH/JANDAKOT	Australia
YPKG	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	KALGOORLIE-BOULDER	Australia
YPKU	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	KUNUNURRA	Australia
YPLU	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	LAWSON SOUTH	Australia
YPWR	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	WOMERA	Australia
YSCB	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	CANBERRA	Australia
YSDU	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	DUBBO	Australia
YSGL	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	EDMOND (NSW)	Australia
YSTW	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	TAMWORTH	Australia
YWLM	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	WILLIAMSTOWN	Australia
ZGOW	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	ZEYANG/CHAO SHAN	China
ZHK	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	X	F	HAIKOU/MELAN	China
ZVCC	~~~~~	YYYYYY	YYYYYY	~~~~~	YYYYYY	YYYYYY	YYYYYY	Y	N	Y	T	F	CHANGCHUN/LONGJIA	China