



WORKING PAPER

SATELLITE DISTRIBUTION SYSTEM OPERATIONS GROUP (SADISOPSG)

THIRTEENTH MEETING

Dakar, Senegal, 27 to 29 May 2008

Agenda Item 5: Content of the SADIS broadcast

5.1: OPMET information

5.2: WAFS forecasts

OPMET INFORMATION AND WAFS FORECASTS ON THE SADIS

(Presented by the Secretary)

SUMMARY

The group is expected to review the content of the SADIS broadcast.

1. INTRODUCTION

1.1 This paper addresses the content of the SADIS broadcast as far as the OPMET information and WAFS forecasts are concerned.

2. OPMET INFORMATION

2.1 METAR, SPECI and TAF

General considerations related to Annexes 1, 2 and 3 to the *SADIS User Guide* (SUG)

2.1.1 The group will recall that the current requirements by States and users for METAR, SPECI and TAF to be broadcast on the SADIS are given in Annex 1 to the *SADIS User Guide* (SUG) which is extracted from a global OPMET database maintained by the ICAO Secretariat. Annex 1 includes OPMET information from both AOP (i.e. aerodromes included in the aerodrome operational planning (AOP) tables of the regional air navigation plans) and non-AOP aerodromes. In response to Conclusion 8/6, OPMET information from all the AOP aerodromes is included therein. It is expected that all AOP aerodromes issue METAR and SPECI, as a minimum (unless otherwise indicated in the remark column). The group will be aware of the fact that the requirements for TAF are subject to formal regional air navigation (RAN) agreement which is reflected in all the FASID Tables MET 1A of all the RAN/facilities and services implementation documents (FASID). The group will be pleased to learn that,

since February 2008, all FASID Tables MET 1A are also extracted from the global OPMET database thus ensuring the consistency of information between the FASID Tables MET 1A and Annex 1 to the SUG. This may be considered as an important step forward; henceforth Annex 1 will reflect, at all times, the formal requirements displayed in FASID Tables MET 1A.

2.1.2 With regard to non-AOP aerodromes, the group will be aware of the fact that OPMET information from these aerodromes can be included in Annex 1 only if the State concerned has no objection to its distribution on the SADIS and with the understanding that States do not have any obligation of providing such data for non-international aerodromes.

2.1.3 It may be further recalled that Annex 2 (listing the aerodromes included in the bulletins) and Annex 3 (listing the bulletin headers) indicate the actual OPMET information that is currently broadcast on SADIS. These annexes are updated bi-annually.

2.1.4 With regard to information included in Annex 1 to the SUG, the group will note that the CAR/SAM Regional Planning and Implementation Group (GREPECAS) has formulated Conclusion 14/20 calling for the identification in Annex 1 of those aerodromes that issue OPMET data 24 hours a day. Such identification would facilitate the monitoring of the availability of OPMET data since data monitoring could be focussed on aerodromes which provide OPMET data on a 24-hour basis. The group may wish to agree with the GREPECAS that an additional column to indicate the availability of OPMET data would be useful. However, the precise opening hours should not be indicated in view of their frequent changes; the new column should simply include the following three options:

- a) OPMET data issued all through the 24-hour period;
- b) OPMET data issued part of the 24-hour period; and
- c) no OPMET data is issued.

Furthermore, it may be noted that 30-hour TAF will be implemented at a number of aerodromes in November 2008. The group will concur that it is important that aerodromes for which 30-hour TAF are required are clearly identified in Annex 1 to the SUG. To address the foregoing issues, the group is invited to formulate the following conclusion:

Conclusion 13/... — Changes to the format of Annex 1 to the SUG

That, the Secretariat, in time for the SADISOPSG/14 Meeting, modify the format of Annex 1 to the SUG to include:

- a) frequency of issuance of OPMET data using three categories, i.e. all through the 24-hour period, or part of the 24-hour period, or no OPMET data issued; and
- b) identification of aerodromes issuing 30-hour TAF.

Note. — The content of the global OPMET database will have to be amended accordingly.

The non-implementation of requirements for OPMET data by States

2.1.5 The variability of reception of OPMET data from some aerodromes has been cause for adverse comments in the past. However, where such comments concern aerodromes not listed as a requirement in Annex 1 to the SUG, the SADIS Provider State is not obliged to ensure that these aerodromes are available. Non-availability of OPMET data from aerodromes listed in Annex 1 is a different matter and, if notified, is brought to the attention of the States concerned by the ICAO regional offices which keep on monitoring such deficiencies until their resolution. In view of the foregoing, the group is expected to focus on the requirements in Annex 1 and identify aerodromes whose OPMET data is not received reliably at the SADIS uplink. To facilitate this task, the group may wish to use the results of a detailed study made by IATA on the availability of OPMET data from AOP and non-AOP aerodromes (WP/24 Revised refers). The group is invited to agree that States' attention should be drawn to the missing OPMET data and to the importance of providing OPMET data in accordance with Annex 1 to the SUG (which reflects the formal requirements as stated in the FASID Table MET 1A of the Regional ANP/FASID concerned). In this context, the group may wish to formulate the conclusions as drafted in WP/24 Revised.

Draft amendments to Annex 1 to the SUG

2.1.6 The group will recall that OPMET data to be available from AOP aerodromes is guided by two criteria:

- a) METAR/SPECI are required from all AOP aerodromes unless otherwise stated in the remark column; and
- b) TAF requirements are to be in accordance with the RAN agreement, reflected in the FASID Tables MET 1A concerned.

Therefore, any amendments to requirements of OPMET data from AOP aerodromes will have to be subject to a formal amendment to the FASID Table MET 1A, which normally involves the MET sub-groups (SG) of the planning and implementation regional groups (PIRG) and, in any case, the ICAO regional office concerned through which it has to be channelled. In principle, the users (e.g. IATA) and user States could initiate an amendment proposal to requirements in FASID Tables MET 1A through the SADISOPSG but subsequently it would have to be referred to the MET SG and the regional office concerned; therefore, the group may wish to concur that, in order to expedite the amendment process, such proposals should be addressed directly to the ICAO Regional Office concerned. In this regard, the group may wish to formulate the following decision:

Decision 13/... — Amendments to OPMET data available from the AOP aerodromes

That, in order to expedite the implementation of new requirements, proposals related to amending OPMET data available from AOP aerodromes be addressed directly to the ICAO Regional Office concerned.

2.1.7 In view of the foregoing decision, the group will concentrate on requirements from non-AOP aerodromes which are simply subject to agreement by the State concerned and does not need any formal approval. The group will be pleased to note that IATA has undertaken a review of their requirements of OPMET data from non-AOP aerodromes (WP/23 refers). The group is invited to endorse the revised requirements and formulate the conclusion as drafted in WP/23.

Harmonization of the OPMET content in SADIS and ISCS

2.1.8 Since Annex 1 to the SUG reflects the global requirements by users (e.g. airlines) and States for OPMET data, the group will consider that they should, in principle, be applicable for both the SADIS and ISCS broadcast. Their validity for the ISCS broadcast is confirmed by the fact that Annex 1 to the SUG has been included, without any changes, in the *ISCS User Guide*.

2.1.9 The group will note with interest the results of a study by IATA which indicates that identical OPMET data is available from both the ISCS and SADIS broadcasts only for 51 per cent of aerodromes; for all other aerodromes, the OPMET data broadcast on the SADIS is different from that broadcast on the ISCS.

2.1.10 The group will recall that the issue has been addressed by the SADISOPSG Gateway Development Team and that a report is provided under Agenda Item 6.1. However, in view of the importance of this issue for aviation users, the group may wish to concur with IATA by calling for the harmonization of the OPMET data broadcast on both SADIS and ISCS. To achieve this, the group may wish to formulate the conclusion as drafted in WP/25.

2.2 Non-scheduled OPMET information

2.2.1 In view of the importance of non-scheduled OPMET information for aviation (e.g. SIGMET, AIRMET, tropical cyclone and volcanic ash advisories), the group will recall that it agreed that the reception of these messages should be monitored by the SADIS Provider State, which should compile annual statistics showing the number of all types of non-scheduled OPMET information received at the SADIS uplink station and present these results to the SADISOPSG as part of the annual management report (Conclusion 8/8 refers). The group will be pleased to note that this information which may be considered to be highly relevant has been included in the management report.

3. WAFS FORECASTS

3.1 The group will recall that the WAFS forecasts and graphical volcanic ash (VA) advisories issued by volcanic ash advisory centres (both in the PNG and T4 chart form and in the GRIB and BUFR code forms) are listed in Annex 4 to the SUG and that, similar to all Annexes to the SUG, it is kept up-to-date on the SADISOPSG website to correspond, to the extent possible, to the actual content of the SADIS broadcast.

3.2 The group will note that, since the SADISOPSG/12 Meeting, Annex 4 has been updated to:

- a) reflect the use of the PNG chart form for graphical VA advisories; and
- b) eliminate the repeated headers for graphical VA advisories in T.4 chart form.

The group is invited to endorse Annex 4 and formulate the following decision:

Decision 13/... — Updated Annex 4 to the SADIS User Guide

That, the updated Annex 4 as given at the following website:
www.icao.int/anb/sadisopsg/sug/sug_annex4.pdf be endorsed.

4. **ACTION BY THE SADISOPSG**

4.1 The SADISOPSG is invited to:

- a) note the information in this paper; and
- b) decide on the draft decision and conclusions proposed for the group's consideration.

— END —