ICAO

Twenty-Third Meeting of the AFI Planning and Implementation Regional Group (APIRG/23)

Agenda Item 4: Other Air Navigation Issues

4.2. Regional and Interregional Activities

RHWAC / MWOs collaboration experimentation and development of Dakar RHWAC

(Presented by Senegal)

SUMMARY
This working paper presents the results of EUR-MED / AFI coordination experiment carried out by ASECNA and Météo France as part of the preparation for the advent of RHWAC for the provision of harmonized information on a global scale of dangerous en- route weather conditions for aviation. **Action by the Meeting in paragraph 3.**
This working document relates to the ICAO Strategic Objectives: A, B, D and E *KPIS and ASBU's Modules AMET-B0/4 et AMET-B1/4*

1 INTRODUCTION

1.1 Pursuant to recommendation 2/9 adopted by the 2014 MET Division meeting, the ICAO Meteorological Working Group in charge of the development of MET information and services (METP WG-MISD) is continuously improving the concept of operations for advisory services on hazardous meteorological information, in support of the Air Navigation Plan and its block upgrades of the aeronautical system.

1.2 The sixth meeting of the MET Information and Services Development Working Group (METP WG-MISD / 6), held in Buenos-Aires (Argentina) in February 2020 agreed that the experiments highlighting the operational capacities currently available which meet the functional and performance requirements for the development of hazardous and consistent en-route meteorological information based on globally occurring phenomena continue.
Three areas of work were selected:

a) Assistance to MWOs for the current provision of SIGMET information;
b) Consolidation and centralization of responsibilities at RHWACs related to SIGMET supporting multiple flight information regions (FIRs);
c) The potential consolidation of these regional centers according to their capacities.

1.3 This working context requires the provision of globally harmonized information on hazardous conditions for aviation involving the creation of a regional system similar to VAAC / TCCA, when the advisory information contains data on the meteorological phenomenon (time and location) and its evolution.

1.4 This working paper highlights the benefits that an RHWAC can provide by supporting MWOs in the development of SIGMETs as well as the development of advice on hazardous en-route meteorological phenomena.

2. DISCUSSION

2.1. On this part, the following four points were addressed according to the roadmap (see Annex): the working methodology, the AFI RHWAC experiment product domain, the format of the advisory and the analysis macros.
All the details about the realization and the results of this experiment are detailed in the attached document

3 ACTION BY THE MEETING

3.1 The meeting is invited to take note of this working paper and to formulate a decision on it.

3.2. <u>Draft Conclusion 3 / XX: Increase in the production time step</u>
It is agreed as follows:
Extend the card production time step to 3 hours instead of 1 hour, given the slow movement of convective phenomena in the inter-tropical zone.

3.3. <u>Draft Conclusion 3 / XX: Continuation of the RHWAC experiment in the AFI region</u>
It is agreed as follows:
Propose, as far as possible, the experimentation of RHWAC coordination between the ASECNA zone and other states as (DR Congo, Nigeria, Ghana, Guinea, etc.) and with South Africa.