



# INTERNATIONAL CIVIL AVIATION ORGANISATION

## AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

### AFI OPMET MANAGEMENT TASK FORCE (AFI OPMEMTF) FIFTH MEETING (AFI OPMETMTF/3)

(Nairobi, Kenya, 3 – 5 July 2013)

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**Agenda Item 4: Review of AFI Regional guidance material on OPMET exchange – c)**

#### REVIEW OF OPMET RELATED FASID TABLES

(Presented by the Secretariat)

##### SUMMARY

This paper presents the amendment of FASID Table 1A and 2A from SADISOPSG /18 meeting.

#### 1. Introduction

1.1 This paper presents AFI FASID Tables 1A and 2A from SADISOPSG/17 Meeting for review by the AFI OPMET MTF/4.

1.2 The paper also presents AFI FASID Table 1A reflecting amendments as proposed by the Democratic republic of Congo and the republic of South Africa.

#### 2. Discussions

2. The amendments to AFI FASID Table 1A proposed by Democratic republic of Congo and the Republic of South Africa has been processed in accordance with the procedures established by ICAO Council, and was approved in February 2013 under the serial number WACAF 13/1-MET..

2.2 The SADIS/18 meeting held in Dakar, Senegal from 29 to 31 May 2013 recalled that the requirements by States and users for aerodrome routine meteorological reports (METAR), aerodrome special meteorological reports (SPECI) and aerodrome forecasts (TAF) to be broadcast on the SADIS were given in Annex 1 to the SADIS User Guide (SUG) which is extracted from a global OPMET data base maintained the Secretariat. Annex 1 of the SUG 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.

2.3 The meeting is informed that all AOP aerodromes issue METAR and SPECI, as a minimum in the AFI Region, while the requirements for TAF were subject to formal regional air navigation (RAN) agreement, which is reflected in Table MET 1A of all the facilities and services implementation documents (FASID) of the regional air navigation plans.

2.4 The MTF is aware of the fact that OPMET information from these aerodromes could be included in Annex 1 of the SUG 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.

2.5 The meeting is further made aware that SADISOPSG/18 noted that variability of reception of OPMET information has been cause of adverse comments from users in the past. However, where such comments concern aerodromes not listed in Annex 1 of the SUG, the SADIS provider State was not obliged to ensure that these aerodromes are available on the SADIS broadcast and also it could not be regarded as a deficiency on the State concerned with its production nor in respect of the dissemination of such information. The non-availability of OPMET information from aerodromes listed in Annex 1 of the SUG was a different matter however and, when notified by users, had been systematically brought to the attention of the States concerned by the appropriate ICAO Regional Office, through the European OPMET Data Management Group (DMG) Problem Handling Procedure (PHP), which had monitored such deficiencies until their resolution. The group concurred that such a real-time approach had turned out to be efficient and had led, in most cases, to the timely resolution of the deficiencies identified.

2.6 Recognizing the importance of this OPMET information for users, and that States are required to provide, or have agreed to provide, the OPMET information from the AOP aerodromes or non-AOP aerodromes respectively listed in Annex 1 of the SUG, the group concurred that regional OPMET bulletin exchange schemes that exist in all ICAO Regions (to a greater or lesser degree of maturity) should be aligned with the OPMET information requirements contained in Annex 1 of the SADIS User Guide and that, to this end, the regional OPMET bulletin/data management groups should ensure the availability of up-to-date regional processes and procedures to support implementation, including routing tables, monitoring, validation and documentation.

2.7 The group recalled that it had formulated Decision 16/6 concerning the monitoring of concurrence by States to provide OPMET information from non-AOP aerodromes. Based on requests by the International Air Transport Association (IATA), long lists of additional requirements for OPMET information from non-AOP aerodromes had been included in State letters year after year and that, as a result, normally only a small number of States had formally concurred with such requirements. The group had felt that repetitive State letters sent annually to the same States with an identical request could be counterproductive, in particular if the State had already clearly indicated their unwillingness to provide OPMET information from the non-AOP aerodromes concerned. Under these circumstances, the group had agreed that the Secretariat should keep track on the requests made and to ensure that if a State had *declined* the provision of OPMET information from their non-AOP aerodromes they should *not be approached* before three years had elapsed. The group recalled that the Secretariat maintained a master list on the SADISOPSG website related to States' willingness to provide OPMET information from non-AOP aerodromes.

2.8 The group further recalled that it had formulated Conclusion 17/9 calling for the Secretariat to seek agreement from the States concerned to provide OPMET information (METAR/SPECI and/or TAF) from approximately 260 non-AOP aerodromes in thirty-two (32) States, in response to a request formulated by IATA, and to amend Annex 1 to the SUG accordingly by 31 December 2012. Additionally, OPMET information from 11 non-AOP aerodromes that was no longer required (by IATA) was to be deleted from Annex 1 of the SUG.

2.9 The SADISOPSG reviewed the OPMET information required from non-AOP aerodromes based on a proposal made by IATA, as presented at **Appendix A** to this paper. The meeting is informed that the proposal attempted to render the requirements in line with OPMET information (specifically METAR/SPECI and TAF) that was actually made available by States. In this regard, the group concurred that any proposed deletions could be undertaken by the SADISOPSG Secretariat without the need for consulting the States concerned while any proposed additions would have to be endorsed by them. It was noted that only those aerodromes with location indicators included in the Location Indicators (Doc 7910) could be included in Annex 1 to the SUG.

2.10 In light of the new requirements for OPMET information for non-AOP aerodromes, and taking into account SADISOPSG/16 Decision 16/6, the ICAO Dakar and Nairobi Regional Offices have submitted information related to the requirements of OPMET data from non-AOP aerodromes as given in **Appendix A** to the concerned States for approval, before amending the AFI FASID MET Table 2A and Annex 1 to the SADIS User Guide (SUG).

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to note the information in this paper.