

APPENDIX 7A: PROPOSED MET TASKS OF THE IIM/SG

TASK	
1)	Ensure that the planning and implementation of MET in the region, is coherent and compatible with the developments carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan and the associated ASBU Modules for AMET and SWIM
2)	Prepare regional plan for the transition to digital coded OPMET information in coordination with the relevant APIRG contributing bodies.
3)	Develop sub-regional exchange of MET information to facilitate ATM operations by: encouraging States develop agreements on the exchange of MET information that provides benefits to ATM operations on sub-regional level; encouraging States report developments to MET and ATM project Teams; and developing sub-regional exchange of MET information to facilitate ATM operations in busy routes.
4)	Monitor developments in the CNS/ATM Systems with regard to meteorological requirements in the AFI Region and in coordination with AFI ATM Project Teams by conducting inter alia, meetings of AFI ATM/MET project team
5)	Monitor the introduction of efficient inter-regional OPMET exchanges in coordination with the CNS and MET project Teams as required by organizing and conducting workshops on encoding and exchange of OPMET data in digital format
6)	Monitor the exchange of OPMET information through the AMBEX scheme in the AFI Region and between the AFI and ASIA/PACIFIC and EUR Regions, encourage States to exchange data in digital format starting through bilateral arrangements and keep under review and provide timely amendments of the regional guidance materials on the OPMET exchange
7)	Keep under review the AMBEX scheme and prepare proposal for updating and optimizing the scheme
8)	Monitor the implementation of regional procedures for the issuance of volcanic ash and tropical cyclone advisories by coordinating annual exercises on volcanic ash, monitoring communications means between AFI volcano observatories and the aviation community, participating to meetings of AFI ATM/MET projects team and conducting workshop on the implementation of IAVW and tropical cyclone programmes.
9)	Monitor the implementation of SIGMET in the AFI region by sensitizing States on the importance of SIGMETs, conducting annual SIGMET Tests, preparing a consolidated report of the SIGMET Tests including recommendations for improvement, posting report on SIGMET Tests on the Web and send report to all States in AFI region and Report outcome of SIGMET tests to APIRG

10)	Review and update the AFI Volcanic Ash Contingency Plan (VACP) in coordination with the AIM, ATM, CNS and SAR Project Teams by regularly updating the VACP through new requirements from the IAVWOPSG, conducting annual VACP exercises or (VAEX/AFI), and reporting on annual VAEX/AFI to the IIM/SG meetings.
11)	Monitor the implementation of terminal area warnings and forecasts including aerodrome warnings and wind shear warnings and alerts by sensitizing States on the importance of issuance of aerodrome warnings and alerts
12)	Monitor the degree of implementation of very small aperture terminals (VSATs) for the reception of WAFS products and SADIS FTP workstations in AFI States to make sure they fulfill the software requirements outlined on the WAFSOPSG website
13)	Review and update the procedures for interregional OPMET exchange and ensure the availability of the required AFI OPMET data for the AFS satellite broadcast (SADIS);
14)	Monitor the implementation in the AFI region of quality management system (QMS) for MET and training, qualification of aeronautical MET personnel and Monitor cost recovery system for aeronautical meteorological services to make sure relevant ICAO and WMO documents are used and MET service providers cooperate with airports, air navigation services and other aeronautical partners, including users, when establishing a cost recovery system
15)	Establish and maintain detailed lists, State by State of the specific deficiencies of facilities for the provision of atmospheric measurements pertaining to surface wind, pressure, visibility/runway visual range, cloud base, temperature and dew point temperature considered critical for flight safety.