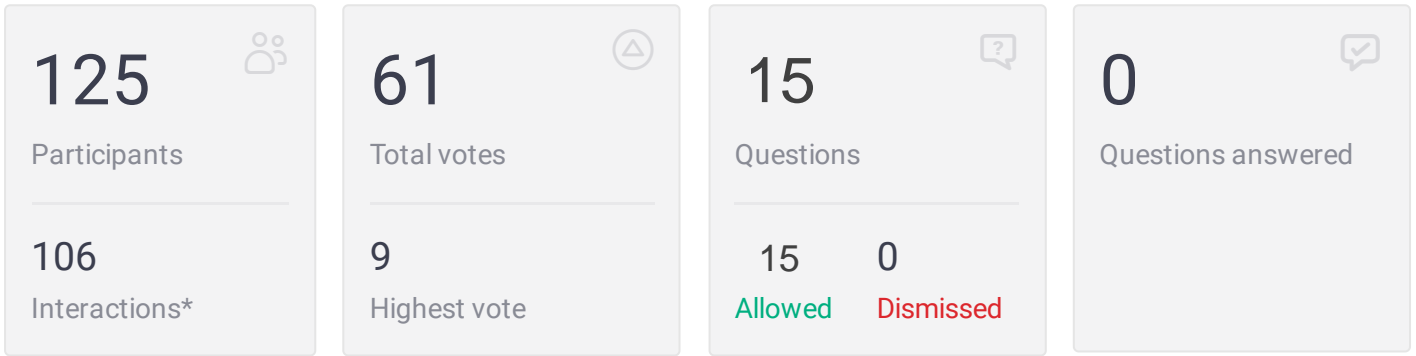


 Q&A

Q&A session

30 May 2022, 10:00 - 03 Jun 2022, 23:00



* Interactions include the total number of questions, votes, comments and answer ratings

9

VOTES

Anonymous • 30 May 2022 11:34

SP03-What type of training does MET needs in ATM and vice versa to equip both sets of personnel with the required expertise to make MET-CDM works well?

2 Comments:

Peter Dunda (ICAO) • Allowed on 30 May 2022, 12:16 • Shown

Please also recall the ICAO Annex 3 provisions: 2.1.5 Each Contracting State shall ensure that the designated meteorological authority complies with the requirements of the World Meteorological Organization (WMO) in respect of qualifications, competencies, education and training of meteorological personnel providing service for international air navigation. Note. – Requirements concerning the qualifications, competencies, education and training of meteorological personnel in aeronautical meteorology are given in the Technical Regulations (WMO-No. 49), Volume I – General Meteorological Standards and Recommended Practices, Part V – Qualifications and Competencies of Personnel Involved in the Provision of Meteorological (Weather and Climate) and Hydrological Services, Part VI – Education and Training of Meteorological Personnel, and Appendix A – Basic Instruction Packages.

1 Upvote | 0 Downvotes

Ashwin • Allowed on 30 May 2022, 11:59 • Shown

All the METs are qualified meteorologists with an expert background on communications and are aware of ATM and Airline requirements. These meteorologists are provided with adequate training (on-job-training) under supervision, while embedded within Airservices NCC. This is to ensure the experts can provide Airservices with the best meteorological intelligence to support all operational decision making. and they can provide required intelligence to NCC Traffic Managers as required. This is to ensure they manage, develop and deliver tailored products and services to Airservices in order to enhance safety and optimise air traffic efficiency.

3 Upvotes | 0 Downvotes

6
VOTES

Anonymous • 30 May 2022 11:16

Does MET CDM implementation help through out the calendar year or only in months with maximum weather variation. What does the data suggest?

3 Comments:

Anonymous • Allowed on 30 May 2022, 11:33 • Shown

Also Is this managed Locally at the aerodrome level or you have a centralised system is in place. MET CDM is in place at busy airports or all as a standardised practice. If only at some how do you decide where it is a necessity?

0 Upvotes | 0 Downvotes

Jesper Bronsvort • Allowed on 30 May 2022, 11:25 • Shown

We use MET-CDM throughout the year. For example, during the summer winds the process focusses on forecasting the impact of thunderstorms on operations, and during the winter months it focusses on fog. The impact of wind on capacity is an issue throughout the year. So in summary, it is beneficial throughout the year.

2 Upvotes | 0 Downvotes

Hong Kong China - Christy Leung • Allowed on 30 May 2022, 11:18 • Shown

Addressed to Australia SP/03

0 Upvotes | 0 Downvotes

6
VOTES

Anonymous • 30 May 2022 11:32

SP/03-For MET-CDM, the decision on reducing capacity is a joint decision by ATM and MET? It's based on the reference card? Any other considerations during the decision making on capacity to reduce?

2 Comments:

Jesper Bronsvort • Allowed on 30 May 2022, 12:25 • Shown

Final decision making on capacity always resides with ATC. Having said that, the reference cards and MET-CDM process have matured to the state where the need for ATC to change/overwrite capacity proposed by the MET-CDM is infrequent

1 Upvote | 0 Downvotes

Ashwin • Allowed on 30 May 2022, 12:17 • Shown

The NCCMET meteorologist provides an initial assessment of the AAR directly through runway nominations and instrument modes, based on the Business Rules in the reference card. This initial assessment is discussed collaboratively with the AVMET Units. This process captures NCCMET and AVMETS comments (explaining forecast rationale, uncertainty and recommending subsequent rate adjustments based on likely impacts). The product is then sent to the Traffic Manager for operational assessment and final approval. The MET CDM AAR forecast feeds directly into the GDP after final approval. This process ensures shared ownership of the weather intelligence between BOM, ATC, ATFM, Qantas and Virgin Australia.

0 Upvotes | 0 Downvotes

5
VOTES

Ashwin • 30 May 2022 10:45

What climate information should Met community be considering to assist with environmental requirements?

1 Comment:

Jun Ryuzaki • Allowed on 30 May 2022, 10:52 • Shown

Types of information have not been determined yet. Need further discussion on this specific issue.

1 Upvote | 0 Downvotes

5
VOTES

Anonymous • 30 May 2022 11:41

SP/04 - In the Dynamic Airspace Capacity Assessment , how far ahead (like 2/4/6 hours) can the model is being tried?

2 Comments:

Xiya Li • Allowed on 30 May 2022, 13:32 • Shown

As the convection dynamic capacity predictions are based on the convective weather forecasts, the dynamic capacity assessment is even a more complex process. The objective assessment of the capacity is still at a primary stage. Many other assessment methods like machine learning are applied to improve the performance of the system.

0 Upvotes | 0 Downvotes

Xiya Li • Allowed on 30 May 2022, 12:01 • Shown

The Convection Dynamic Capacity Assessment System can provide dynamic capacity predictions for the next 2 hours in an interval of 15 minutes based on the 2-hour convective weather forecast.

2 Upvotes | 1 Downvote

4
VOTES

Ashwin • 30 May 2022 10:43

Thank to Jun for joining the meeting. Could you please elaborate on what aspects MET-P is considering in terms of environmental requirements?

1 Comment:

Jun Ryuzaki • Allowed on 30 May 2022, 10:50 • Shown

METP/5 meeting agreed to look into potential requirements from environmental issue. Detailed target aspects will be determined in future considerations by the Panel, primarily in WG-MRAD.

0 Upvotes | 0 Downvotes

3
VOTES

Anonymous • 30 May 2022 10:42

Can we expect a flying Unmanned observatory any time soon?

2 Comments:

Ashwin • Allowed on 30 May 2022, 11:40 • Shown

There have been a lot of conversation on RPAS and UAVs - there are a few companies investing significantly in these. However, we are still unclear of the met requirements. I think this is something that the met community should start considering soon to ensure we are on frontfoot.

0 Upvotes | 0 Downvotes

Jun Ryuzaki • Allowed on 30 May 2022, 11:08 • Shown

Good question. So far METP has not been tasked to discuss such capability. It may depend on how urban air mobility is implemented and what type of requirement for MET is identified in the future.

1 Upvote | 0 Downvotes

3
VOTES

Ashwin • 30 May 2022 11:48

SP05 - Thanks for the presentation. Does ATC interpret CAPPI data or is this information interpreted by the METs?

1 Comment:

Hong Kong China - Christy Leung • Allowed on 30 May 2022, 12:10 • Shown

ATC will interpret the CAPPI directly in the operational environment. Training/Assistance is provided by MET when necessary.

1 Upvote | 0 Downvotes

3
VOTES

John Wagstaff, IFATCA • 30 May 2022 13:24

For IATA. The Turbulence Aware display showed North America pilot reports. Is the service available for the APAC region now, or in the future?

2 Comments:

Ashwin • Allowed on 30 May 2022, 14:10 • Shown

In Australia, we are getting some info from the Turbulence Aware.

0 Upvotes | 0 Downvotes

John Moore - IATA • Allowed on 30 May 2022, 13:53 • Shown

Thanks for the question John. It is largely reliant on the participating airlines and their network coverage at this time but the team is definitely working towards increasing global coverage and eliminating blind spots. Several of the participating airlines are from Asia-Pacific so I expect we can get data for this region but I would need to confirm that. You can find more information at <https://www.iata.org/en/services/statistics/turbulence-platform/>.

0 Upvotes | 0 Downvotes

2
VOTES

Jun Ryuzaki • 30 May 2022 11:21

SP/01 Response to Lana: Doc 8896 (Man on AeM Practice), 9837 (Man on Auto-Obs system at aerodromes), 9328 (Man of RVR Obs and reporting practice), 9817 (Man of LLWS) would be the relevant items.

2 Comments:

Lana CAA Of Vietnam • Allowed on 30 May 2022, 13:23 • Shown

Thanks Jun, actually I would like to ask about the mechanism for discussing matters related MET equipments and technology under ICAO MET Panel, which WG is taking care of that topic?

0 Upvotes | 0 Downvotes

Jun Ryuzaki • Allowed on 30 May 2022, 11:23 • Shown

Further technical guidance for implementation can be provided by ICAO Regional Office

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 30 May 2022 11:30

SP/03 In MET CDM experienced MET officers play a crucial role in prediction accuracy. Does ASA and Australia Met Bureau have a knowledge transfer process in place for business continuity?

1 Comment:

Peter Dunda (ICAO) • Allowed on 30 May 2022, 13:33 • Shown

In relation to knowledge transfer and business continuity, please also consider the applicability of the ICAO Annex 3 provisions in Chapter 2, 2.2 (2.2.1 – 2.2.9), on the supply, use, quality management and interpretation of meteorological information. These provisions ensure close liaison between the users and providers of meteorological services for international air navigation. In addition, the quality management of the meteorological information to be supplied to the users, including when the meteorological information does not comply with the stated requirements.

0 Upvotes | 0 Downvotes

2
VOTES

Anonymous • 30 May 2022 12:15

About post analysis presented by Japan, can you tell me who (MET or ATM) leads the joint post analysis?

2 Comments:

JMA - Michiko IKEDA • Allowed on 30 May 2022, 13:12 • Shown

It is decided to conduct when the serious air traffic flow disturbance occurred due to adverse weather. Thank you for your question.

0 Upvotes | 0 Downvotes

JMA - Michiko IKEDA • Allowed on 30 May 2022, 12:56 • Shown

Joint investigation for post-ops analysis is conducted based on the arrangement (agreement) that made in advance. Both MET and ATM can be initiate and lead the investigation when they felt the needs of investigation.

0 Upvotes | 0 Downvotes

1
VOTE

Anonymous • 30 May 2022 11:08
How often do you have the telecon?

3 Comments:

Jesper Bronsvort • Allowed on 30 May 2022, 11:38 • Shown

Just to add, my previous comment referred to telecons hosted by our network management centre that includes MET, ATC, airlines and airports - these telecons focus on operations. The MET-CDM telecon between the NCCMET (MET in our network management centre) and the AVMETs meet at least once per day (to plan for the next day) and have ad-hoc telecons during day of operations as required - these telecon focus on meteorology.

1 Upvote | 0 Downvotes

Jesper Bronsvort • Allowed on 30 May 2022, 11:32 • Shown

Telecons the day prior are rare and only used in case of exceptional circumstances. The MET-CDM reference rates cards provide enough transparency about prior-day rate-setting, that typically telecons the day prior are not needed. We quite often though have telecons DURING the day of operations, as by then the day is underway is there is a greater need to coordinate a response tactically between the different affected stakeholders, especially if conditions prove to be different to forecast

0 Upvotes | 0 Downvotes

Hong Kong China - Christy Leung • Allowed on 30 May 2022, 11:18 • Shown

Addressed to Australia SP/03

0 Upvotes | 0 Downvotes

1
VOTE

ROK-KIM Yeonghun • 30 May 2022 11:48

Thanks for holding webinar and providing presentation. Will all of SPs be uploaded to ICAO APAC webpage?

2 Comments:

ROK-KIM Yeonghun • Allowed on 30 May 2022, 12:05 • Shown

Thank you very much for reply.

0 Upvotes | 0 Downvotes

ICAO • Allowed on 30 May 2022, 11:52 • Shown

Yes, all of them will be uploaded onto ICAO APAC website by secretariat.

1 Upvote | 0 Downvotes

1
VOTE

Ashwin • 30 May 2022 12:59

Question to JM - thanks for your presentation. I understand MET-P are working on MET Requirements based on the CONOPS - MET INFO for ATM, For our regions, what's 1 thing you want us to focus from IATA

1 Comment:

John Moore - IATA • Allowed on 30 May 2022, 13:15 • Shown

The time horizons are important for distinguishing between the use of forecast or available real-time MET data. Where technology starts to enable it, using new methods to access and share real-time data from source will add significant value when combined with forecast data.

0 Upvotes | 0 Downvotes
