



ICAO

*International Civil Aviation Organization***INFORMATION PAPER**

Asia and Pacific (APAC)

Eleventh Meeting of the Meteorological Requirements Working Group (MET/R WG/11)

Online, 31 May to 03 June 2022

Agenda Item 4: Collaboration between MET services and ATM stakeholders**STATUS OF ATM-TAILORED MET SERVICES IN THE REPUBLIC OF KOREA**

(Presented by the Republic of Korea)

SUMMARY

The Republic of Korea presents the current status of ATM-tailored MET services provided by the Aviation Meteorological Office (AMO), which is to support decision making for ATFM. The AMO provides weather briefings, weather analysis, significant weather scenarios and weather services for terminal areas.

1. INTRODUCTION

1.1 The Aviation Meteorological Office (AMO) of the Korea Meteorological Administration (KMA) works 24 hours a day at the Air Traffic Control Center (ATCC) to cooperate in decision making for ATFM, as well as to provide weather information for domestic and foreign airports, airspace and air routes.

2. DISCUSSION**ATM-tailored MET information and services****2.1 Collaborative Decision Making (CDM)**

The ATCC regularly holds a CDM conference once a day (0700 UTC). At the conference, the AMO provides a weather briefing to the CDM members. When a weather event that may have a significant impact on aircraft operation occur or is expected within a few hours, an occasional CDM conference is held, and the AMO provides a weather briefing at the conference.

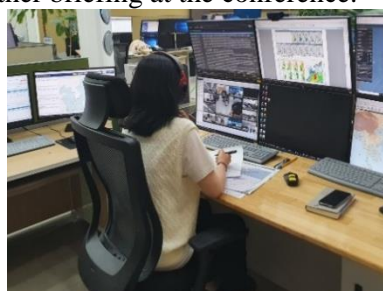


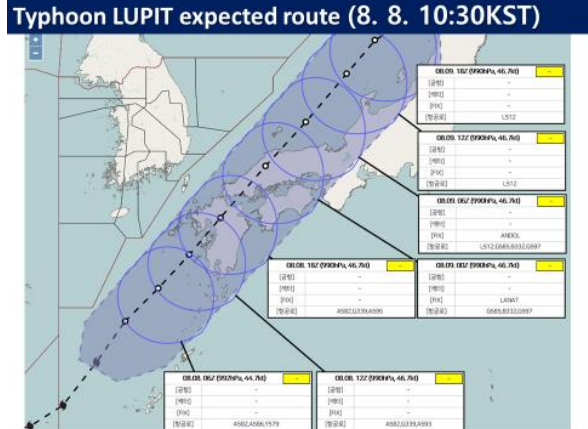
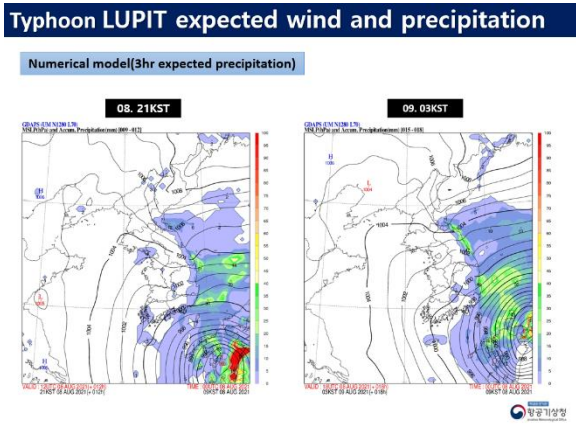
Figure 1. Participation in online CDM

2.2 Weather Analysis (Meteorological Information)

The AMO provides weather analysis through FMT and the AMO website to support ATFM twice a day (0000, 0700 UTC). The analysis includes detailed weather information on major airports, significant weather for domestic and foreign airspace, SIGWX, satellite images, etc..

2.3 Significant Weather Scenarios

When typhoons, heavy snow or low visibility which have a significant impact on ATFM are expected, the AMO provides weather scenarios with an aim of supporting not only ATFM but also airlines' decisions on flights and safe airport operations.



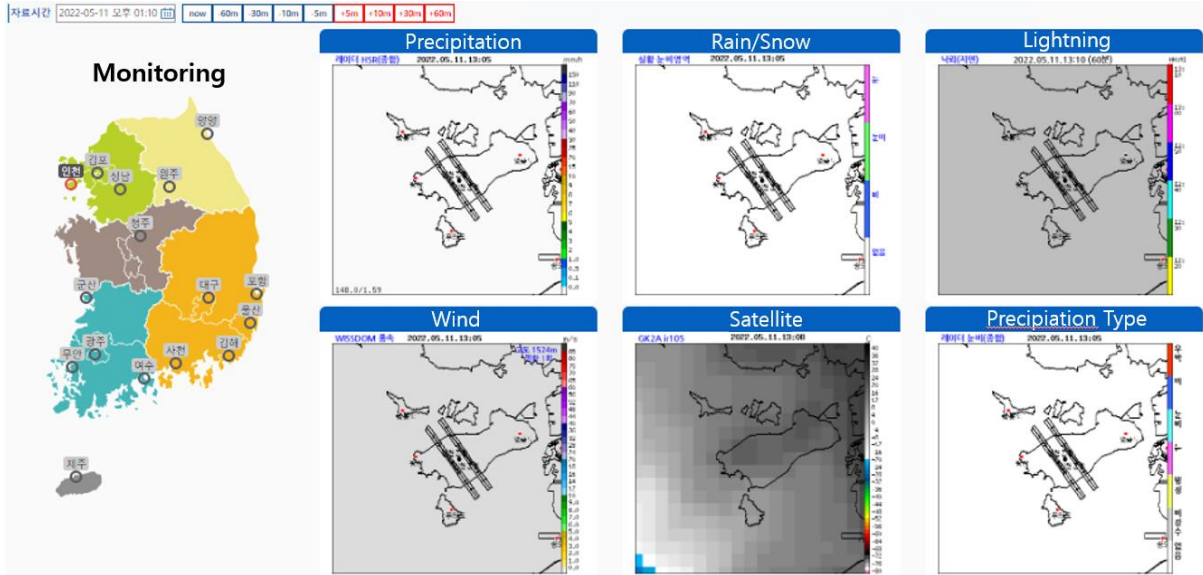


Figure 3. Real time observation data

Services updated in 2021

2.6 Weather Analysis (Meteorological information)

At the request of the Ministry of Land, Infrastructure, and Transport (MOLIT) of Korea, the number of airports that are provided with weather analysis increased from four to seven. Also, in order to allow users to intuitively understand the weather analysis, the format of significant weather information has changed to make it easier to read.

Before update		After update																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Tomorrow will be temporary cloudy and foggy due to low pressure near RKSJ, RKSS.</p> <ul style="list-style-type: none"> ■ RKSJ: Temporary light rain expected in 01~05KST (below 1mm) ■ RKSS: Temporary light rain expected in 02~05KST (below 1mm) <p>☛ Weather warnings currently in effect (15KST) : RKNY windshear warning (~18KST)</p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <thead> <tr> <th rowspan="2">Airport</th> <th rowspan="2">Weather</th> <th colspan="12">5.6.(FRI)</th> <th colspan="12">5.7.(SAT)</th> <th rowspan="2">Note</th> </tr> <tr> <th>01</th><th>02</th><th>03</th><th>04</th><th>05</th><th>06</th><th>07</th><th>08</th><th>09</th><th>10</th><th>11</th><th>12</th> <th>01</th><th>02</th><th>03</th><th>04</th><th>05</th><th>06</th><th>07</th><th>08</th><th>09</th><th>10</th><th>11</th><th>12</th> </tr> </thead> <tbody> <tr> <td rowspan="4">RKSJ</td> <td>Visibility</td> <td colspan="24"></td> <td>400-800m</td> </tr> <tr> <td>GUST</td> <td colspan="24"></td> <td>15G28KT</td> </tr> <tr> <td>Windshear</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>RA SN TS</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> <td>Below 1mm</td> </tr> <tr> <td rowspan="4">RKSS</td> <td>Visibility</td> <td colspan="24"></td> <td>15G28KT</td> </tr> <tr> <td>GUST</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>Windshear</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>RA SN TS</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> <td>Below 1mm</td> </tr> <tr> <td rowspan="4">RKPC</td> <td>Visibility</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>GUST</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>Windshear</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>RA SN TS</td> <td colspan="24"></td> <td></td> </tr> <tr> <td rowspan="4">RKPK</td> <td>Visibility</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>GUST</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>Runway Change</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> <td>20' 100'</td> </tr> <tr> <td>RA SN TS</td> <td colspan="24"></td> <td></td> </tr> <tr> <td rowspan="4">RKJB</td> <td>Visibility</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>GUST</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>Windshear</td> <td colspan="24"></td> <td></td> </tr> <tr> <td>RA SN TS</td> <td colspan="24"></td> <td></td> </tr> </tbody> </table> </div> </div>		Airport	Weather	5.6.(FRI)												5.7.(SAT)												Note	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	RKSJ	Visibility																									400-800m	GUST																									15G28KT	Windshear																										RA SN TS																								Below 1mm	RKSS	Visibility																									15G28KT	GUST																										Windshear																										RA SN TS																								Below 1mm	RKPC	Visibility																										GUST																										Windshear																										RA SN TS																										RKPK	Visibility																										GUST																										Runway Change																							20' 100'	RA SN TS																										RKJB	Visibility																										GUST																										Windshear																										RA SN TS																									
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3. ACTION BY THE MEETING

- 3.1 Note the information contained in this paper.
