

ASBU AMET B1 implementation**TABLE ASBU-EUR-AMET B1: ENHANCED OPERATIONAL DECISIONS THROUGH INTEGRATED METEOROLOGICAL INFORMATION (PLANNING AND NEAR-TERM SERVICE)****Description and purpose**

To enable the reliable identification of solutions when forecast or observed meteorological conditions impact aerodromes, airspace or operations in general. Full ATM-Meteorology integration is needed to ensure that meteorological information is included in the logic of a decision process and the impact of the meteorological conditions on the operations are automatically derived, understood and taken into account. The supported decision time-horizons range from minutes, to several hours or days ahead of the ATM operation. This includes optimum flight profile planning and execution, and support to tactical in-flight avoidance of hazardous meteorological conditions (improved in-flight situational awareness) to typical near-term and planning (>20 minutes) type of decision making. This module promotes the establishment of standards for global exchange of the MET information closely aligned with other data domains and adhering to a single reference (ICAO-AIRM). It also promotes the further enhancement of meteorological information on various quality-of-service aspects including the accuracy and consistency of the data when used in inter-linked operational decision making processes.

Appreciating that the number of flights operating on cross-polar and trans-polar routes continues to steadily grow and recognizing that space weather affecting the earth's surface or atmosphere (such as solar radiation storms) pose a hazard to communications and navigation systems and may also pose a radiation risk to flight crew members and passengers, this module acknowledges the need for space weather information services in support of safe and efficient international air navigation.

This module builds, in particular, upon Module AMET B0, which detailed a sub-set of all available meteorological information that can be used to support enhanced operational efficiency and safety.

Main performance impact:

KPA-01 – Access and Equity	KPA-02 – Capacity	KPA-04 – Efficiency	KPA-05 – Environment	KPA-10 – Safety
N	Y	Y	Y	Y

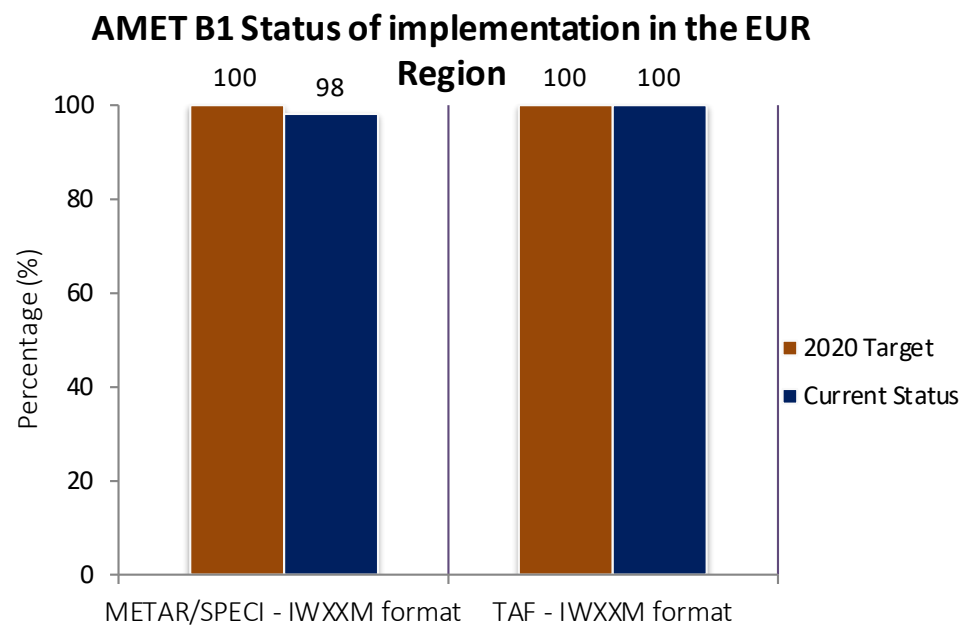
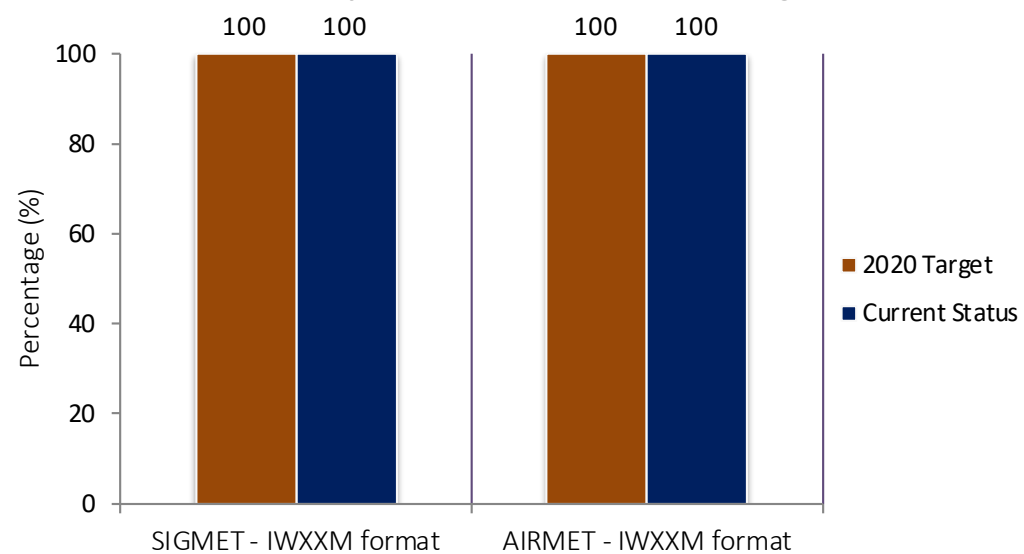
Applicability consideration:

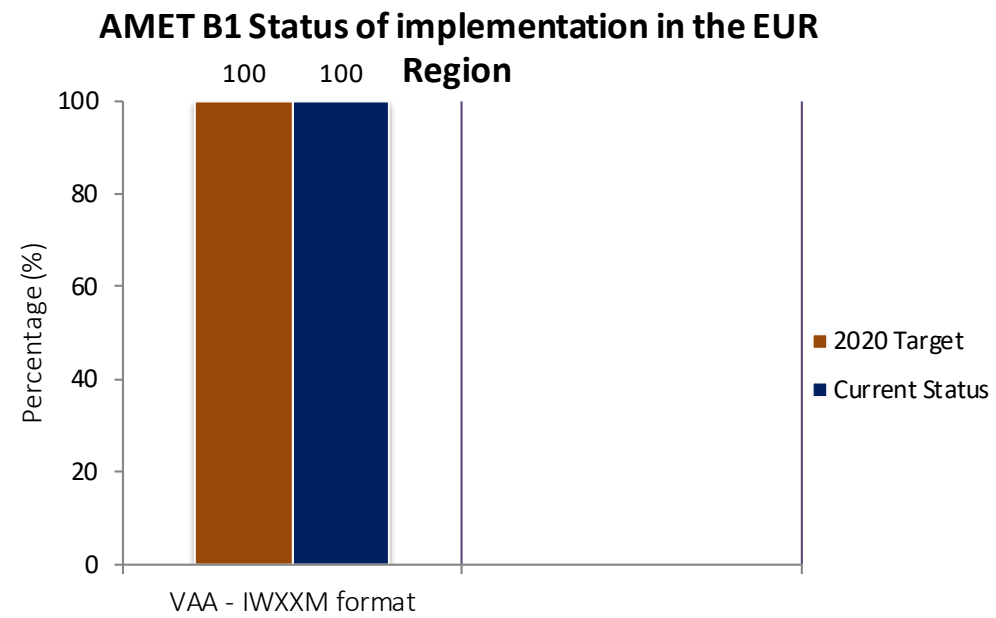
Applicable to traffic flow planning, and to all aircraft operations in all domains and flight phases, regardless of level of aircraft equipage.

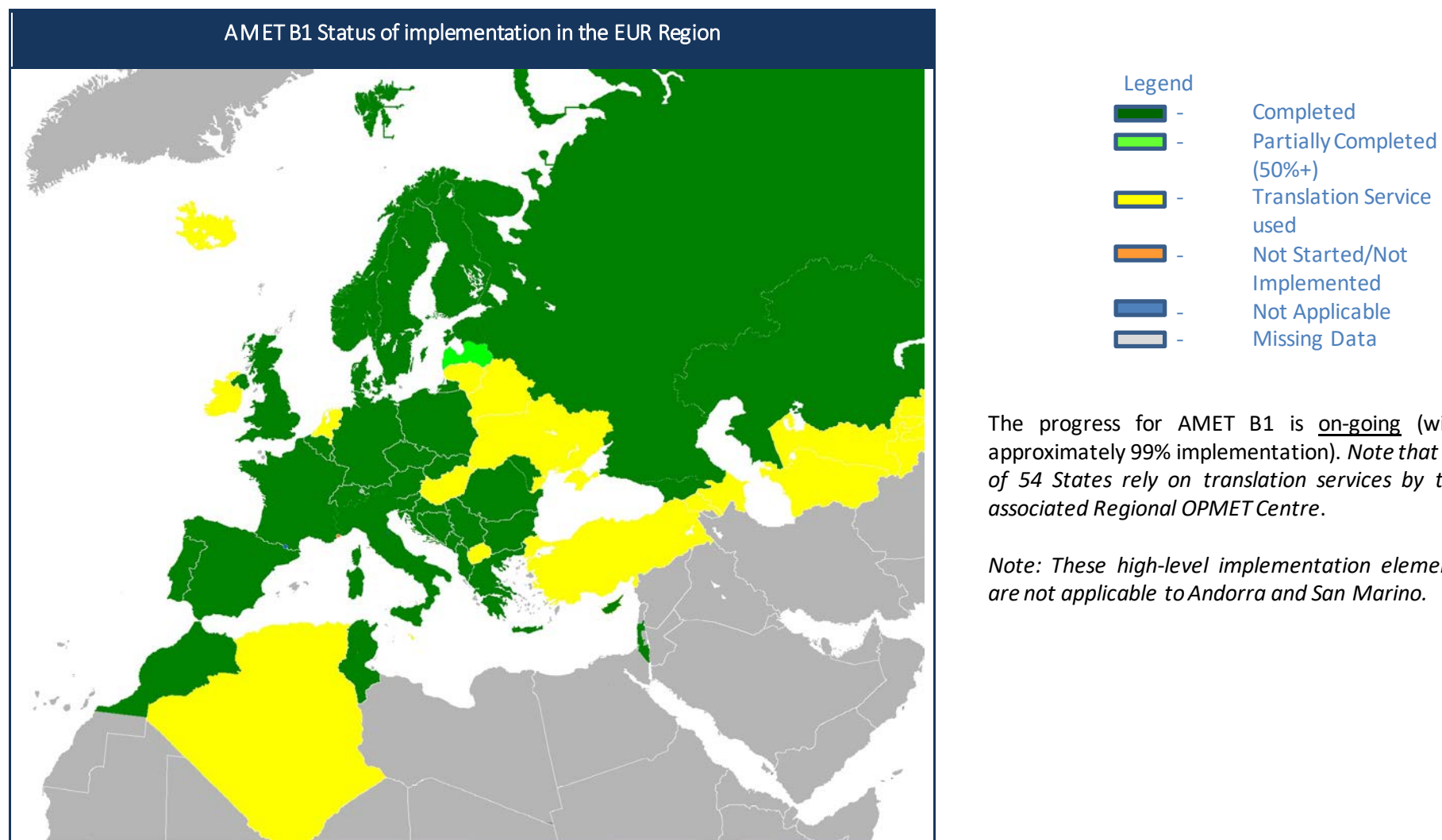
Though not explicit in ICAO Doc 9750, the implementation of providing a suite of MET products (METAR/SPECI, TAF, SIGMET, AIRMET, TCA, VAA and SWXA) in IWXXM format is a prerequisite to the System Wide Information Management (SWIM) and a requirement during the ASBU-B1 time frame (requirement 5 November 2020). Therefore, these elements in IWXXM format will be measured in EUR ANP Volume III.

<i>Elements in IWXXM format</i>	<i>Applicability</i>	<i>Performance Indicators/Supporting Metrics</i>	<i>Targets</i>
METAR/SPECI	<i>States where METAR/SPECI is required as per the EUR ANP Volume II, Table MET II-2</i>	Indicator: % of relevant States having implemented METAR/SPECI in IWXXM format Supporting metric: number of relevant States having implemented METAR/SPECI in IWXXM format	100% by Nov 2020
TAF	<i>States where TAF is required as per the EUR ANP Volume II, Table MET II-2</i>	Indicator: % of relevant States having implemented TAF in IWXXM format Supporting metric: number of relevant States having implemented TAF in IWXXM format	100% by Nov 2020
SIGMET	<i>States who designated a Meteorological Watch Office to provide SIGMET for a FIR (or FIRs) as per the EUR ANP Volume II, Table MET II-1</i>	Indicator: % of relevant States having implemented SIGMET in IWXXM format Supporting metric: number of relevant States having implemented SIGMET in IWXXM format	100% by Nov 2020
AIRMET	<i>States who designated a Meteorological Watch Office to provide AIRMET for a FIR (or FIRs) as per the EUR</i>	Indicator: % of relevant States having implemented AIRMET in IWXXM format Supporting metric: number of relevant States having implemented AIRMET in IWXXM format	100% by Nov 2020

<i>Elements in IWXXM format</i>	<i>Applicability</i>	<i>Performance Indicators/Supporting Metrics</i>	<i>Targets</i>
	<i>ANP Volume II, Table MET II-1</i>		
VAA	<i>France, United Kingdom</i>	Indicator: % of VAACs in the EUR Region having implemented Volcanic Ash Advisories (VAA) in IWXXM format Supporting metric: number of States hosting a VAAC having implemented VAA in IWXXM format	100% by Nov 2020
TCA	<i>Not applicable in EUR Region</i>	N/A	N/A

AMET B1 Status of implementation in the EUR Region**AMET B1 Status of implementation in the EUR Region**





Module	Elements in IWXXM format	Albania	Algeria	Armenia	Austria	Azerbaijan	Belarus	Belgium	Bosnia and Herzegovina	Bulgaria	Croatia	Cyprus	Czechia	Denmark	Estonia	Finland
AMET B1	METAR/SPECI															
	TAF															
	SIGMET															
	AIRMET															
	VAA															
	TCA															

Module	Elements in IWXXM format	France	Georgia	Germany	Greece	Hungary	Ireland	Israel	Italy	Kazakhstan	Kyrgyzstan	Latvia	Lithuania	Luxembourg	Malta	Monaco
AMET B1	METAR/SPECI															
	TAF															
	SIGMET															
	AIRMET															
	VAA															
	TCA															

Module	Elements in IWXXM format	Montenegro	Morocco	Netherlands	North Macedonia	Norway	Poland	Portugal	Republic of Moldova	Romania	Russian Federation	Serbia	Slovakia	Slovenia	Spain	Sweden
AMET B1	METAR/SPECI															
	TAF															
	SIGMET															
	AIRMET															
	VAA															
	TCA															

Module	Elements in IWXXM format	Switzerland	Tajikistan	Tunisia	Turkey	Turkmenistan	Ukraine	United Kingdom	Uzbekistan
AMET B1	METAR/SPECI								
	TAF								
	SIGMET								
	AIRMET								
	VAA								
	TCA								