

INTERNATIONAL CIVIL AVIATION ORGANIZATION
CAR/SAM REGIONAL AIR NAVIGATION PLANNING AND IMPLEMENTATION GROUP
(GREPECAS)

FOURTH MEETING OF THE AERONAUTICAL METEOROLOGY SUBGROUP
(AERMETSG/4)

(Mexico City, 22 to 26 May 2000)

Agenda Item 7: Automation of the provision of MET services

(Presented by the Secretariat)

Summary

This paper has a principal objective to discuss among the Subgroup the automation of the provision of meteorological services to aviation in the context of CAR/SAN Regions

References:

- Annex 3 - Meteorological service for International Air Navigation
- Reports of the Meteorology Group (METG) of the European Air Navigation Planning Group (EANPG), and
- CAR/SAM/3 RAN Meeting Report

1. Introduction

1.1 The automatization of the provision of MET Services under the concept of the pre-flight planing has been matter of discussion in the EUR Region since the first meeting of the Meteorology Group (METG) of the EANPG (Paris, 1992) under the “Harmonization of MET/AIS pre-flight services in Europe” when the METG replaced the previous Meteorology Advisory Group (METAG) of the EANPG.

1.2 However the aforementioned automatization can also be deal with the automating of observations. In this case the Air Navigation Commission (ANC) recently established a new study group (Aerodrome Meteorological Observing Systems Study Group - AMOSSG), which had its first meeting in Montreal (9 - 12 May 2000). The main task of this group review the current provisions in Annex 3 concerning the requirements for Meteorological observations and to assess the capability of automated weather observing stations to meet these requirements.

1.3 This paper will deal, mainly, the automatization of the provision MET services referred in paragraph 1.1.

2. Discussion

2.1 The subgroup will recall that at the CAR/SAM/3 RAN Meeting (October 1999) it was noted that the increased tendency towards centralization was dictating changes to the manner in which meteorological services are being provided to aviation. This applied in particular, to the automation of the provision of meteorological services, for example, through “self-briefing” terminals or telephone/computer modem access.

2.2 Parallel developments are taking place in the field of aeronautical information services (AIS) and a number of ICAO regions are currently working on the automation of AIS, which involve automated pre-flight information systems.

2.3 The Subgroup may wish to note that both of the foregoing developments depend heavily on international OPMET data bank facilities. Moreover, in line with Principal No. 2 of the Principals for the Planing for OPMET data exchanges including International Data Banks developed by the COM/MET Divisional Meeting (1982), common data bank facilities could be shared between various air navigation services if that is found desirable for reasons of efficiency and economy.

2.4 It may be noted that, in the EUR Region, work on developing guidelines for the harmonization of the MET component for automated pre-flight information systems encountered some difficulty with the fact that Annex 3, Chapter 9 was entirely oriented to provision of service through an aerodrome meteorological office and gave no requirements in alternative means of service. In view of this, the ASIA/PAC/3 RAN Meeting (1993) recommended (Rec. 8/15) that ICAO, in consultation with WMO, should develop a proposal to amend Annex 3 to take account of the provision of meteorological services to international civil aviation as part of automated pre-flight information systems. The ANC acting under delegated authority, subsequently approved the recommendation. Work on this task has been initiated and as the Subgroup is aware, the first results were introduced in Annex 3 as part of amendment 71 which became applicable on 5 November 1999 (Annex 3, 9.9 refers).

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2.5 It should be noted that the ICAO Secretariat has developed, with the assistance of the Meteorological Information Data Link Study Group (METLINKSG) and in co-ordination with the Automatic Dependent Surveillance Panel (ADSP) developed an amendment proposal to Annex 3 regarding the automated turbulence reporting, local meteorological report, D-VOLMET, use of METARs and SPECIs and editorial clarifications. The final version of the amendment proposal to Annex 3 will be presented to the ANC for preliminary review in early 2000 and subsequently sent to ICAO Contracting States for comments, in order to include the material in Annex 3 by 2001 as a part of Amendment 72.

3. Action by the AERMETSG

3.1 The subgroup may wish to discuss the matters dealt in this paper in the context of the CAR/SAM Regions.

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