

ATTACHMENT

AERONAUTICAL METEOROLOGY SUBGROUP (AERMET/SG) COM/MET TASK FORCE

QUESTIONNAIRE ON OPMET INFORMATION

1. State/Territory: ANTIGUA & BARBUDA

2. Meteorological services to international civil aviation is provided by:

- a) National Meteorological Service (NMS) ☒ [X]
b) Civil Aviation Administration (CAA) ☐ []

3. Name and position of the person responding this questionnaire (it is recommended to be the person in charge of OPMET Control and of COM)

KEITHLEY MEADE – DIRECTOR, ANTIGUA & BARBUDA METEOROLOGICAL SERVICES

4. How do you transmit/receive OPMET information?

METEOROLOGICAL SERVICES DOES NOT OWN AN AFTN TERMINAL BUT SEND MESSAGES THROUGH COROBOR(GTS) AND AS AN ALTERNATIVE, EDIS

5. System used by your State to send aeronautical messages?

AFTN ☒ [X]
AMHS ☐ []

6. Communications systems for the transmission/reception of OPMET information pertain to the authority of:

NMS ☒ [X]
AAC ☐ []

Comments: (5) Used by the ATS to send messages and by the NMS when other systems are unavailable.

(6) Proposed AFTN for the NMS but not yet been brought on stream

7. Is there some type of administrative arrangement to guarantee the telecommunications service?

yes ☒ [X]
no ☐ []

Comments: _____

8. Is there a template for the transmission of OPMET messages that allows the preparation of messages without errors?

yes	[X]
no	[]

Comments: _____

9. If the above answer is yes, which message or messages are prepared using such templates?

METARS AND TAFS

10. The equipment from which OPMET messages are transmitted is in the:

a) Aeronautical Meteorological Station (AMS)	[]
b) Meteorological Watch Office (MWO)	[]
c) Aerodrome Meteorological Office (AMO)	[]
d) Communications Unit (COM)	

Comments: _____

11. If the equipment is not in the meteorology operator's room, what average time elapses between the presentation of meteorological messages and their transmission?

Comments: _____

12. Is there a back-up system for the enrouting of messages in case of failure of the main system?

yes	[]
no	[]

Comments: _____

13. If there is a back-up system, is the equipment installed in the meteorology operator's room?

yes	[]
no	[]

Comments: _____

14. If the above answer is no, what average time elapses between the presentation of meteorological messages and their transmission?

Comments: _____

15. Is there a plan for the use of the back-up system?

yes []
no []

Comments: _____

16. If the above answer is yes, is the plan up-to-date?

Comments: _____

17. Is this alternate system known by all meteorology and/or communications operators?

yes []
no []

Comments: _____

18. Is the INTERNET available in the meteorology or communications operator's room for the alternative submission of OPMET messages?

+] yes [X
no []

Comments: _____

19. Has your administration any contingency plan for communications failure?

yes []
no []

Comments: _____

20. Are OPMET messages (heading and text), prepared and sent by the meteorology operator or by the communications operator?

Comments: _____

21. Who organizes the list of OPMET messages addressees?

Comments: _____

22. What elements are taken into consideration to prepare the list of addressees?

Comments: _____

23. Do you have any bilateral agreement to receive OPMET information not contained in CAR/SAM ANP FASID Tables

yes	[]
no	[]

Comments: _____

24. If the above answer is yes, which are the ICAO locations?

Comments: _____

25. Are there bilateral agreements to send OPMET information not contained in CAR/SAM ANP FASID Tables?

yes	[]
no	[]

Comments: _____

26. If the above answer is yes, which are the ICAO locations?

Comments: _____

27. Which ICAO locations are sent to the Brasilia OPMET Data Bank?

Comments: _____

28. Do you have any procedure to check if OPMET messages sent reach their destiny?

yes []
no []

Comments: _____

29. If the above answer is yes, have you identified failures in the reception of your messages by the addressee?

yes []
no []

Comments: _____

30. Have you verified if the OPMET messages that should be received according to CAR/SAM ANP FASID tables and bilateral agreements, are received by the addressees?

yes []
no []

Comments: _____

31. Have failures been detected in the reception of OPMET information sent or that should have been received?

yes []
no []

Comments: _____

32. If the above answer is yes, have you taken any type of action? (if an explanation is required, you can include an attachment)

yes []
no []

Comments: _____

33. Are the operators aware of the AFTN Routing Directory (List No. 6) available in Lima Regional Office website?

yes []
no []

Comments: _____

34. Are the operators aware of CAR/SAM FASID MET Tables and the Table contained in Appendix C of the OPMET Guide or another publication of the State which contains this information available in the website of ICAO SAM Office?

yes []
no []

Comments: _____

35. Have the operators information and access to the Catalogue of OPMET Data available in the Brasilia International OPMET Data Bank?

yes []
no []

Comments: _____

36. Does the State carry out the OPMET data exchange coordinated control?

yes []
no []

Comments: _____

37. If there is an OPMET data coordinated control, is it made manually or is there software to make it automatically?

Comments: _____

38. Did the State carry out the OPMET Data exchange coordinated control from 10 to 16 June 2010?

yes []
no []

Comments: _____

39. Have the OPMET controls of the States that exchange OPMET information been received in your State?

yes	[]
no	[]

Comments: _____

40. If the above answer is yes, has the exchange of information been analyzed with OPMET Control responsible on any possible lack?

yes	[]
no	[]

Comments: _____

41. Did the State receive by e-mail the information on the 4 OPMET data exchange coordinated controls carried out from 10 to 16 March, June, September and November 2009, by the Brasilia International OPMET Data Bank?

yes	[]
no	[]

Comments: _____

42. If the above answer is yes, has the efficiency of OPMET information received in the exchange of OPMET data of Brasilia been analyzed?

yes	[]
no	[]

Comments: _____

43. Have the meteorology and/or communications operators been informed on the absences and delays of OPMET messages detected by the OPMET exchange coordinated control?

yes	[]
no	[]

Comments: _____

44. Have corrective measures been taken to improve the quality of the services provided by the State according to the information contained in the OPMET exchange coordinated control carried out in June 2010?

yes	[]
no	[]

Comments: _____

45. Is the METAR and/or TAF submission carried out in one or collective format?

Comments: _____

46. In the meteorological heading of the SIGMET message, is the ICAO FIR/UIR location indicator or the MWO indicator used? In this case include it hereunder.

Comments: _____

47. In the SIGMET message text, is the ICAO FIR/UIR location indicator or the MWO indicator used before the Word "SIGMET" in the header of the message?

Comments: _____

48. In the meteorological heading of an AIREP message, is the FIR/UIR or the MWO indicator used?

Comments: _____

48. Write hereunder the group T₁ T₂ A₁ A₂ ii used in your State for:

WS	[]
WV	[]
WC	[]

Comments: _____

APPENDIX – Addcional comments

Antigua and Barbuda Meteorological Services does not at the moment have an AFTN Terminal. This obviously has made filling this questionairre very difficult.

The discusión to acquire such a terminal began some time ago between the aviation authorities and ourselves but there is no resolution on who should pay for such a system etc to date..

We continue to send our aeronautical information through the Global Telecommunication System and use the EDIS system as a backup.