INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

AFI OPMET MANAGEMENT TASK FORCE (AFI OPMET MTF)
FIFTH MEETING (AFI OPMET MTF/5
Nairobi, Kenya, 3 – 5 July 2013

Agenda Item 5: Future Developments with Regard to OPMET information

INFORMATION ON ASBU METHODOLOGY

(Presented by the Secretariat)

SUMMARY

This paper provides a briefing on the Aviation System Block Upgrades (ASBU) methodology arising from the 12th Air Navigation Conference as it relates to OPMET information.

1. Introduction

1.1 The International Civil Aviation Organization held the 12th Air Navigation Conference (AN-Conf/12) in Montréal, from 19 to 30 November 2012. The conference was attended by a total of 1032 participants from 120 contracting States. It addressed the latest version of the Global Air Navigation Plan. This plan draws heavily on the aviation system block upgrades that were introduced to the international community at the Global Air Navigation Industry Symposium (GANIS). The block upgrades comprise various operational improvements aimed at harmonizing and improving the efficiency of the Global Air Navigation System. To aid in the harmonization the block upgrades are supported by a roadmaps for communications, navigation and surveillance as well information management and avionics.

1.2 The conference's vision was to achieve an integrated global ATM system in a progressive, cost effective and cooperative manner. As the air navigation system gains maturity, ICAO continues to address the challenge of the integration, interoperability and harmonization of the systems leading to the concept of "One Sky" for international civil aviation.

1.3 The purpose of the AN-Conf/12 was to gain consensus, obtain commitments and formulate recommendations to achieve a harmonized global air navigation system for international civil aviation and optimizing the opportunities in technology and maturing work programmes toward common global objectives. The conference made fifty –six recommendations.

1.4 Since proprietary codes such as BUFR and GRIB will not be suitable to support interoperable, exchangeable MET information to meet future ATM needs, enabling provisions has been introduced in amendment 76 to Annex 3 for OPMET (METAR/SPECI, TAF and SIGMET) information to enable their exchange in bilateral basis in non-proprietary XML/GML thus allowing

service provision to be flexible, adoptable and ultimately interoperable with the system wide information management environment.

1.5 The Task force will be interested to note that Recommendation 4/7 is on aviation system upgrade associated to meteorological information, part of which, calls for it States to work together in the implementation of the aviation system block upgrades relating to meteorological information.

2. Discussions

2.1. Since proprietary codes such as BUFR and GRIB will not be suitable to support interoperable, exchangeable MET information to meet future ATM needs, enabling provisions has been introduced in amendment 76 to Annex 3 for OPMET (METAR/SPECI, TAF and SIGMET) information to enable their exchange in bilateral basis in non-proprietary XML/GML thus allowing service provision to be flexible, adoptable and ultimately interoperable with the system wide information management environment

Decision 5/xxx: SIGMET information for large, complex volcanic ash events

That, the secretariat liaises with the concerned ICAO operations group to follow-up on the development and regional implications of SIGMET for complex volcanic ash and report back in time for the AFI OPMET/M TF/7 meeting.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

a) Note the information in this paper,

b) decide on the above decision proposed for the Sub-group's consideration.