



Agenda Item 5: Exchange of OPMET information

(Presented by Cuba)

SUMMARY

This working paper presents the considerations about the problems related with OPMET information exchange and the need to find out for solutions in the light of the new developments in communications technologies.

1. Introduction

1.1 The need for operational meteorological (OPMET) information exchange is sometimes so obvious that it takes place in a routine way, using mechanisms that should be modified, when the communications systems and software are continuously improving on the base of the fast development of the technology.

1.2 The routine of the OPMET exchange, in occasions has taken us to follow the same path for a long time that not always solved totally the detected deficiencies and that in not few cases still remain because of the high human factor component. In our Regions, the elaboration of METAR and SPECI and the preparation and emission of SIGMET have this component.

1.3 On the other hand, in spite of the efforts done by certain meteorological services to disseminate the OPMET information on time to the corresponding telecommunication centers, sometimes it fail due to communications problems that could be related with several factors.

2. Analysis

2.1 The analysis done in several the meetings of the Subgroup about the results of the OPMET information exchange control that periodically are carried out in the CAR/SAM Regions show, that the availability of the information is not at the required level. The diversity of organization of the meteorological services, the existences or not of the necessary equipment and communications means could be some factors in the observed results.

2.2 In Cuba, the aeronautical meteorological service provider has implemented a certificated quality system that, through which are carried out periodic controls of the whole activity, but mainly to the control of the dissemination of the OPMET information. The communication system developed in

Cuba, named SIMA, includes templates for the preparation of METAR/SPECI and SIGMET that don't allow the elaboration of messages with errors and of course avoid their emissions. In spite of that, in some occasions we have received communications from air carriers, including IATA officials, mentioning that certain Cuban OPMET information were not available.

2.3 We carried out some verification, detecting that the OPMET information that were reported missing by some operators of airlines that operate in Cuba, had been sent and were available in the WAFS alpha-numeric information and in the web page <http://adds.aviationweather.gov/metars/>.

2.4 Similar situation happened with the control carried out by the Brasilia OPMET Data Bank, which report doesn't coincide with the output controls of that information carried out by communication specialists, where the analysis were carried out until the confirmation that the information came out of Cuba.

2.5 We consider that the deficiencies observed in the availability of OPMET information are not only linked to the meteorological side and its procedures, but rather to the part of communications and automated systems. We know that in CAR/SAM Regions there are different communication nets (MEVA and REDDIG). We also know about plans for the migration from AFTN to AMHS system, where in some places it was already done. If we add all plans that have been elaborated for the dissemination of the meteorological information in BUFR code and more recently the developments that are foreseeing for the use of different formats of messages, we can conclude that the matter is not as simple as to insist that the solution of the deficiencies in the OPMET information exchange is improving the control. That is a part of the solution of the problem.

3. Conclusions

3.1 The complexity of the problem and the actual developments in the aviation environment obligate us to look for more effective solutions, in order to achieve that the meteorological information be timely. The development is taken enlarged steps. We all know about PBN, SESAR, NEXTGEN development and in the other side we hear about BUFR, XML, HTML, etc. and meteorology should be inserted in all of this development, because the aircrafts continue flying immerse in the effects of the atmosphere and we should be more and more prepared to give a quick answer to these necessities.

3.2 The proposals for the solution of the deficiencies in the OPMET information exchange should arise from a multidisciplinary group that can tackle, in the light of all these developments, the different elements that participate in this information exchange.

4. Recommendations

4.1 Taking into consideration the above mentioned, we propose for the consideration of the Subgroup the following Draft Conclusion:

DRAFT

CONCLUSION 10/XX: CREATION OF A COM/MET TASK FORCE

To create a Task Force integrated by specialists from meteorology and communications fields, that in the light of the new developments, analyze the problems of the OPMET information exchange in CAR/SAM Regions, considering:

- a) the development of their work through electronic communications;

- b) the Rapporteur prepares a plan of activities to develop the task in a reasonable period of time, taking into consideration the terms of reference established by the Subgroup;
- c) uses the results of the OPMET controls carried out in this period of time; and
- d) presents the results in the eleven meeting of the AERMET/SG.

- END -