



International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)
**Eleventh Meeting of the GREPECAS Aeronautical Meteorology Subgroup
(AERMETSG/11)**
Lima, Peru, 28 to 30 November 2011

**Agenda Item 2: Review of the status of implementation of the World Area Forecast System
(WAFS) in the CAR/SAM Regions**

WAFS INTERNET FILE SERVICE (WIFS) AND CURRENT DEVELOPMENTS

(Presented by United States)

SUMMARY

This Information Paper examines WIFS, its evolution from the ISCS data feed, to harmonization with SADIS, and finally working with other States to improve OPMET availability and reliability.

1. Introduction

1.1 In the past the Washington and London Regional Tele-Communications Hubs (RTHs) disseminated the Satellite Distribution Service (SADIS) and the International Satellite Communication System (ISCS) data differently. This has been addressed, while at the same time WAFC Washington has refined the WAFS Internet File Service (WIFS) so that the required OPMET data (METAR/TAF/SIGMETs) is defined in SADIS User Guide (SUG) Annex 1, 3 and 4.

2. Discussion

2.1 Changes to improve harmonization

2.1.1 The Washington RTH added new US collectives to the data stream that are ICAO and AFTN compliant. In the past US OPMET bulletins were not ICAO compliant (METAR identifiers with numbers) or AFTN compliant (over 1800 characters per bulletin). The Washington RTH created new US ICAO and AFTN compliant collectives that match SUG Annex 1. These are now on ISCS/WIFS. See the **Appendix** for the compliant collectives.

2.2 Tuning WIFS products to meet the requirement, SUG Annex 1,3 and 4

2.2.1 As of January 2011, the WIFS required OPMET data is driven by SUG Annex 1, and the products supplied on the WIFS are clearly listed in the SUG Annex 1,3 and Annex 4. This is the requirement and the focus for the harmonization efforts with regards to SADIS and WIFS.

2.3 **Where do we stand now on SADIS and WIFS harmonization?**

2.3.1 Sampling of the data being provided by WIFS and SADIS FTP indicates that approximately 99% compatibility, based on the OPMET data required in SUG Annex 1.

2.4 **To contact the WIFS Customer Support Desk use the following e-mail address and phone number:**

Note 1.— E-mail: wifs.admin@noaa.gov

Note 2.— Phone: +1 877 280 2811

2.4.1 The WIFS Customer support desk is available to address issues Monday through Friday between the hours of 1300-2100UTC. If a user experiences operational issues outside of normal WIFS Help Desk hours, they can generally expect a response within 3 hours after the Customer Support Desk re-opens. For each operational issue identified, a trouble ticket will be generated and users will be sent an e-mail with the trouble ticket number. Users should refer to this ticket number in all follow-up correspondence with the WIFS Customer Support Desk. If users require immediate help outside of normal business hours they should contact the NWS Tele-Communications Operations Center Help Desk at +1 (301) 713-0902.

3. **Conclusion**

3.1 The products available on WIFS are stable and we continue to work with SADIS to ensure harmonization. Users should feel comfortable testing and transitioning to WIFS no later than March 2012.

3.2 Users should also send test SIGMETs and check for their arrival on WIFS. If the test SIGMET does not appear, contact the help desk. More often than not this is due to a switching problem at one of the regional OPMET data banks and can be resolved quickly.

3.3 Finally the Washington WAFC values States/Users input and welcomes any comments or further evaluations. Please utilize the Customer support desk so your comments and suggestions can be tracked.

4. **Action by the Group**

4.1 Take note of the information contained in this paper.

APPENDIX

Below are recently acquired AFTN/ICAO compliant collectives for TAFs, METARs and SPECIs, which are assigned to different regions of the US.

- Northeastern US...FTUS71, SAUS71 and SPUS71
- Southern US.....FTUS72, SAUS72 and SPUS72
- Central US.....FTUS73, SAUS73 and SPUS73
- Western US.....FTUS74, SAUS74 and SPUS74
- Alaska/PacificFTUS75, SAUS75 and SPUS75

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