



International Civil Aviation Organization

**THIRTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP OF APANPIRG (CNS/MET SG/13)**

Bangkok, Thailand, 20 – 24 July 2009

Agenda Item 9: Implementation of observation, forecast and OPMET exchange:

2) review regional requirements for OPMET information (FASID Tables)

OPMET DATA DEFICIENCIES

(Presented by IATA)

SUMMARY

This paper presents deficiencies in OPMET data issued by states in ASIAPAC. In ICAO Annex 3 clear standards and recommended practices are described. Further for all types of OPMET data exact templates are provided and all contracting states are obliged to apply these templates accordingly.

This paper relates to

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

D: Efficiency – Enhance the efficiency of aviation operations

Global Plan Initiatives:

GPI-18 Aeronautical information

GPI-19 Meteorological Systems

1. INTRODUCTION

1.1 The current provisions of OPMET data from ASIAPAC do not meet the airlines expectations completely. Amendment 74 of ICAO Annex 3 applicable 06Nov2008 contains some new formats and standards, which are not fully applied by states.

1.2 Contracting states are obliged to apply the Standards and Recommended Practices.

1.3 A continuous IATA monitoring of the OPMET exchange showed some deficiencies in the application of the Standards and Recommended Practices described in ICAO Annex 3.

2. Discussion

Deficiencies of TAF

2.1 ICAO Annex 3 contains a new TAF template and further it is required that only one type of TAF for an airport is valid at any given time.

2.2 IATA has recognized that for several aerodromes in the ASIAPAC region still two different types of TAF are issued (FC and FT). A list of airports issuing two types of TAFs is attached in Appendix A.

IATA requires that for all aerodromes only FT should be issued. In that case all states have to establish a continuous monitoring and amendment procedures for issued TAFs.

IATA does not have a requirement for 9H-TAF in the ASIAPAC region

2.3 The introduction of 30H-TAF required a change in the time groups in TAFs. Since that time some new types of errors are found which could be avoided. The following shows a list of errors over one day.

| | |
|------|--|
| RJFK | REJECTED (88008KT) |
| RCKH | REJECTED (92010KT) |
| AYGR | REJECTED (BECMG/TEMPO/INTER/FM missing) |
| VABO | REJECTED (BECMG/TEMPO/INTER/FM missing) |
| VANP | REJECTED (BECMG/TEMPO/INTER/FM missing) |
| VTBU | REJECTED (BECMG/TEMPO/INTER/FM missing) |
| RPVM | REJECTED (Can not create fromdate - new format) |
| OPNH | REJECTED (MAIN, BECMG or FM period without valid time token given) |
| VOHS | REJECTED (MAIN, BECMG or FM period without valid time token given) |
| VILK | REJECTED (Message validity period longer than 30 hours) |
| YPAD | REJECTED (Message validity period longer than 30 hours) |
| AYPY | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| OPPS | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| RKPK | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| RPLL | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| VAAH | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| VABP | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| VANP | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| VAPO | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| VIBN | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| VOBL | REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message) |
| AYVN | REJECTED (Period outside global validity dates) |
| NSFA | REJECTED (Period outside global validity dates) |
| ROTM | REJECTED (Period outside global validity dates) |
| VILK | REJECTED (Period outside global validity dates) |
| VLVT | REJECTED (Period outside global validity dates) |
| VOCI | REJECTED (Period outside global validity dates) |
| VOCL | REJECTED (Period outside global validity dates) |
| VOTP | REJECTED (Period outside global validity dates) |
| VOTV | REJECTED (Period outside global validity dates) |
| VTSK | REJECTED (Period outside global validity dates) |

| | |
|------|---|
| WIII | REJECTED (Period outside global validity dates) |
| YDLQ | REJECTED (Period outside global validity dates) |
| ZMUB | REJECTED (Period outside global validity dates) |
| VABV | REJECTED (Validity not available) |
| NGTA | REJECTED (Validity starts more that 12 hours in the future) |
| RJTY | REJECTED (Wrong validity tokens - cannot be auto-corrected) |

2.4 The above list does not give an indication how often such error occur and it also does not mean that only these aerodromes are issuing incorrect formatted TAF.

2.5 REJECTED (Old (HHHH) and new (DDHH/DDHH) time formats used in one TAF message)

```
TAF VANP 280900Z 2812/2918 32008KT 5000 HZ FEW025 SCT100
BECMG 1618 00000KT 4000 HZ FEW025 SCT100
BECMG 29/0002 VRB03KT 3000 HZ SCT100
BECMG 0406 29006KT 5000 HZ FEW030 SCT250
BECMG 1012 33008KT 6000 SCT025 SCT100
BECMG 1618 00000KT 5000 HZ FEW025 SCT100
TEMPO 2812/2918 FEW030CB=
```

2.6 REJECTED (MAIN, BECMG or FM period without valid time token given)

```
TAF VEPT 280300Z 2806/2906 09008KT 3000 HZ/-TSRA SCT020
FEW030CB SCT100
BECMG 2810/2812 11010KT 4000 HZ/-TSRA
BECMG 2816/2818 VRB03KT 3000 HZ/-TSRA FEW020 FEW030CB SCT100
BECMG 2900/2902 07005KT 2500 HZ/-TSRA
BECMG 2904/2906 09006KT HZ/-TSRA
TEMPO 1500 -TSRA SCT020 FEW030CB BKN100=
```

2.7 REJECTED (Period outside global validity dates)

```
NSFA 280932Z 2812/2912 VRB03KT 9999 -SHRA FEW020 SCT050
TEMPO 2806/2812 8000 TSRA FEW018CB
BECMG 2821/2823 08012KT
BECMG 2904/2906 VRB03KT=
```

Deficiencies of Tropical Cyclone Advisories

2.8 ICAO Annex 3 contains a detailed template for Tropical Cyclone Advisories. During the last month IATA recognized that TCAC New Dehli is issuing incomplete or incorrect advisory messages.

In the example below all forecast longer than 6H are not given. Further it is not foreseen to indicate GUSTING. Incorrect key words (MAX WIND iso FCST MAX WIND) is another reason that such advisories cannot be processed automatically.

```
FKIN20 DEMS 250900
DTG : 20090525/0600Z
TCAC: NEW DELHI
TC : AILA
NR : 04
```

PSN : N2130 E08830
MOV : N07KT
C : 974HPA
MAX WIND: **55KT GUSTING TO 65KT**
FCST PSN+6HRS: 250600 N 2230 E08830 (OVER LAND)
MAX WIND+6HRS: 45KT GUSTING TO 55KT
NEXT MSG: 20090525/1200Z

Deficiencies of SIGMET

2.9 IATA has recognised with appreciation that all SIGMETS received during a short monitoring period do exactly meet the format requirements.

Conclusion

2.10 Since the introduction of Amendment 74 of ICAO Annex 3 in November 2008 the number of incorrect OPMET data messages has increased. In order to enable automated system to process all OPMET data, the incorrect message must be corrected manually or the user system must be upgraded in order to perform automated corrections. Both action are very costly and could be avoided if all states would make quality control and a verification of all outgoing OPMET data.

2.11 The group may wish to formulate the following conclusion:

Draft Conclusion 13/... — Provision of OPMET data

That ICAO reminds all States, Volcanic Ash Advisory Centers and Tropical Cyclone Advisory Centers

- a) to apply the Standards and Recommended Practices in Annex 3 more precise, and
- b) to consider the possibility to establish a quality control and format verification procedure for OPMET data, and
- c) to undertake all efforts to reduce the errors in OPMET data significantly, the aim should be that less than 5% of all issued OPMET are incorrect.

3. Action by the meeting

3.1 The group is invited

- a) to note the content of this working paper, and
- b) to decide on the draft conclusion proposed for the group's consideration.

Appendix A

| | | |
|------|-----------------------|---------------------------|
| NTTB | BORA BORA MOTU MUTE | French Polynesia (France) |
| OPKC | KARACHI INTL | Pakistan |
| OPLA | LAHORE INTL | |
| OPNH | NAWABSHAH | |
| VAAH | AHMEDABAD | India |
| VAAU | AURANGABAD | |
| | MUMBAI/CHHATRAPATI | |
| VABB | SHIVAJI INT | |
| VABM | BELGAUM | |
| VABO | VADODARA | |
| VABP | BHOPAL | |
| VABV | BHAVNAGAR | |
| VAGO | GOA | |
| VAID | DEVI AHILYABAI HOLKAR | |
| VAJB | JABALPUR | |
| VAJM | JAMNAGAR | |
| VAKJ | KHAJURAHO | |
| VANP | NAGPUR | |
| VAPO | PUNE | |
| VARK | RAJKOT | |
| VARP | RAIPUR | |
| VCBI | COLOMBO | SriLanka |
| VECC | KOLKATA | India |
| VEPT | PATNA | |
| VEVZ | VISHAKHAPATNAM | |
| | CHITTAGONG/SHAH | |
| VGEG | AMANAT(RM)INTL | Bangladesh |
| VIAR | AMRITSAR | India |
| VIBN | VARANASI | |
| VIDP | DELHI/INDIRA GANDHI | |
| VOBG | BANGALORE | |
| VOBZ | VIJAYWADA | |
| VOCB | COIMBATORE | |
| VOCI | COCHIN INTL | |
| VOCL | CALICUT/KARIPUR | |
| | HYDERABAD/RAJIV | |
| VOHS | GANDHI | |
| VOHY | HYDERABAD | |
| VOMD | MADURAI | |
| VOML | MANGALORE | |
| VOMM | CHENNAI | |
| VORY | RAJAMUNDRY | |
| VOTP | TIRUPATI | |
| VOTR | TIRUCHIRAPPALLI | |
| VOTV | THIRUVANANTHAPURAM | |
| ZMUB | ULAANBAATAR | Mongolia |