



**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
TWENTY FIRST MEETING (APIRG/21)
Nairobi, Kenya (9 to 11 October 2017)**

Agenda Item 5: Regional Air Navigation Deficiencies

5.1 Review and Update of the list of Air Navigation Deficiencies

ITEM

**REPORT ON THE MONITORING OF THE PRETORIA REGIONAL OPMET DATA BANK
(RODB)**

(Presented by South Africa)

| SUMMARY |
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| This working paper presents the report on the monitoring of the Pretoria Regional OPMET Data Bank (RODB). The paper provides the statistics for Terminal Aerodrome Forecasts (TAFs) and Meteorological Aviation Reports (METARs) as received during the first- and second Quarter of 2017. The results indicate insufficient provision of OPMET information as required by APIRG Conclusion 20/43 (c). |
| REFERENCE(S): APIRG 20 report (Conclusion 20/43) AMBEX handbook |
| Related ICAO Strategic Objective(s): <i>Safety (A) and Air Navigation Capacity and Efficiency (B)</i> |

1. INTRODUCTION

1.1 In the APIRG/20 meeting, the Group reviewed the list of deficiencies in the MET field, which was regularly updated based on the uniform methodology approved by the ICAO council. As one way of mitigating the deficiencies, the Group adopted an action plan in line with Conclusion 20/43 i.e *Action plan to remove air navigation deficiencies in the MET field.*

1.2 APIRG Conclusion 20/43 (c) requires that AFI Regional OPMET Data Banks (RODBs) presents statistics on availability of OPMET data, using the following thresholds: “*above 97% availability, between 50% and 97% availability and below 50% availability*”.

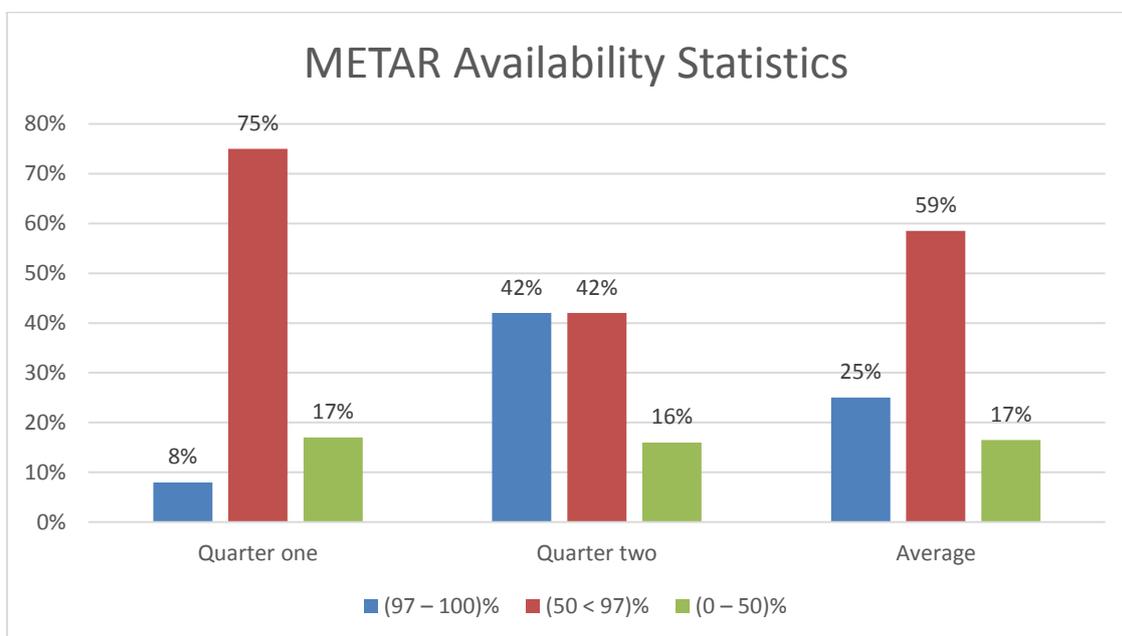
1.3 Pretoria RODB is one of two AFI Regional Data Banks, the other being the Dakar RODB.

2. DISCUSSION

2.1 Pretoria RODB has been monitoring and reporting on the Compliance, Availability and Regularity Index as recommended in APIRG conclusion 20/43. One of the main responsibilities of the RODB as defined in the AMBEX handbook is “to support the AMBEX Scheme and facilitate a regular exchange of the required OPMET information based on predetermined distribution within the AFI Region”. Below are the availability statistics for quarters one and two of 2017. The availability reports are generated and based on the Monitoring criteria provided in the AMBEX handbook.

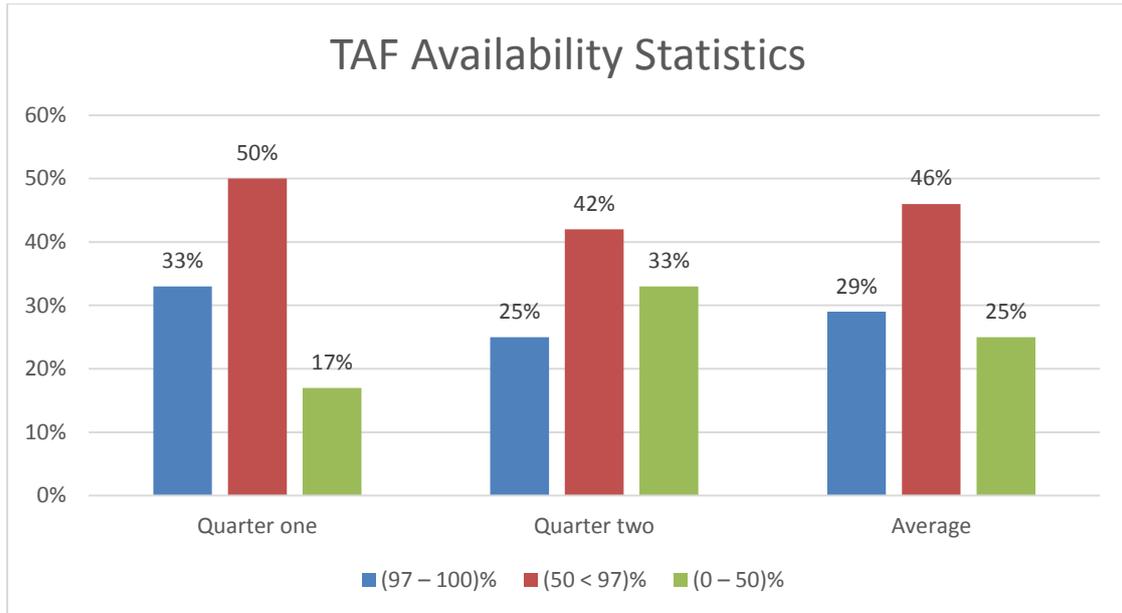
2.2. Quarter: 1 and 2, METAR availability statistics

| METAR availability | Quarter one | Quarter two | Average |
|---------------------------|--------------------|--------------------|----------------|
| (97 – 100)% | 8% | 42% | 25% |
| (50 < 97)% | 75% | 42% | 59% |
| (0 – 50)% | 17% | 16% | 17% |



2.3. Quarter: 1 and 2: TAF availability statistics

| TAF availability | Quarter one | Quarter two | Average |
|-------------------------|--------------------|--------------------|----------------|
| (97 – 100)% | 33% | 25% | 29% |
| (50 < 97)% | 50% | 42% | 46% |
| (0 – 50)% | 17% | 33% | 25% |



2.4. Experiences and challenges

2.4.1. Not all the relevant aerodromes were reporting consistently and this has affected the availability index presented above.

2.4.2. OPMET data was often not received from various stations, due to a procedure not being followed during the station name changes (ICAO 4-letter station indicator).

2.4.3. In most cases the TAFs were received but there were no corresponding METARs.

2.4.4. Some errors in the OPMET information resulted in the messages failing the automatic validation process.

2.4.5. Messages submitted by the originators prove that they have not undergone quality control.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:-

- a) Note the information and statistics contained in this paper;
- b) Urge States to provide OPMET information in support of APIRG conclusion 20/43 (c); and
- c) Contribute to OPMET availability by ensuring that messages are quality controlled prior to disseminating them.

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