

MIDANPIRG COM/MET SG/4  
Report on Agenda Item 6

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**REPORT ON AGENDA ITEM 6.1:            WORLD AREA FORECAST SYSTEM**

6.1.1            The meeting was notified that all ICAO regions had already made, or were currently making, the transition to the final phase of the WAFS in which RAFC responsibilities would be transferred to the WAFCs. This transfer should have been completed in all regions early in 2002, and the final phase of the WAFS would be reflected in Amendment 73 to Annex 3 for applicability in November 2004.

6.1.2            One of the objectives for the final phase of WAFS, agreed within the WAFSSG would be the eventual cessation of T4 chart broadcasts on the SADIS Satellite distribution system. The cessation of the T4 element of the broadcast would enable a significant reduction in both transmitted data volumes and therefore also in the transmission costs associated with the SADIS broadcast. However, it was recognized that the cessation of the T4 chart broadcast could only be completed when all SADIS recipient States are capable of producing WAFS charts from the GRIB and BUFR elements of the SADIS broadcast. As the current plan was that the T4 element of the broadcast should be terminated in 2004 there was considered to be an urgent need to ensure that all SADIS recipient States would be capable of satisfactorily decoding GRIB and BUFR messages on an operational basis prior to cessation of the T4 broadcast.

6.1.2.1           In order to facilitate the process of ensuring that all States would be able to operationally decode GRIB and BUFR messages, the Group was presented a proposal to establish a task force to prepare and maintain with the SADIS Provider State (the UK) a regional transition plan for the implementation of operational GRIB and BUFR decoding within the MID Region.

6.1.3            As an alternative procedure, the Group agreed that the initial assessment of the training requirements should be performed by the UK through a questionnaire to be sent to the States by the ICAO MID Regional Office. If special training would be needed in the MID Region, this should be organized by the UK in coordination with ICAO and WMO and the State volunteering to host such a training event. The establishment of a special task force should be reconsidered by COM/MET SG/5, based on the outcome of the initial assessment of the situation in the MID Region.

**CONCLUSION 4/9**

**INTRODUCTION OF THE GRIB AND BUFR MET CODES IN THE  
SADIS BROADCASTS**

*That*

- a) *the SADIS Provider State, in coordination with ICAO, WMO and other States concerned perform an initial assessment of the need for special training in the use of the GRIB code and, if necessary, arrange such training for States in the MID Region and that similar provisions should be made for assessing and carrying out the training in the use of the BUFR code at a later date*
- b) *The COM/MET SG/6 be tasked to reconsider the establishment of a special task force to assist SADIS user States in the MID Region to develop the capability to make full and proper use of the WAFS GRIB/BUFR data in the provision of flight documentation*

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**REPORT ON AGENDA ITEM 6.2:            REVIEW OF RELEVANT DECISIONS AND CONCLUSIONS  
OF SADISOPSG/6**

6.2.1            The Group was pleased to note that all the States in the MID Region except for four had installed very small aperture terminal (VSAT) to receive WAFS data and charts and OPMET messages.

6.2.2            The Group was notified that, to facilitate the communication on technical issues between the SADIS users and the SADIS Provider State, a list of SADIS operational focal points had been developed and included in the SADIS web-site and SADIS User Guide. As far as the MID Region was concerned, information had been received from all SADIS User States except for Afghanistan, Iran Islamic Republic of and Yemen.

6.2.3            The Meeting noted with great interest the executive summary from SADISOPSG/6 (Paris 28, May - 1 June 2001). In this context the view was expressed that the possibility to authorize skilled technicians to maintain and repair SADIS receiving equipment would be highly appreciated among the SADIS users in the MID Region.

6.2.4            The Group was presented with a draft version of the SADIS strategic assessment tables for the period 2001 - 2005, developed by the SADIS Provider State. In accordance with procedures established on the basis of MIDANPIRG/5 Decision 5/15, the Group was asked to maintain these tables on an annual basis and forward them to the SADISOPSG. The endorsed tables are enclosed at **Appendix 6A** to the report on Agenda Item 6.

**DECISION 4/10:            SADIS STRATEGIC ASSESSMENT TABLES**

*That the SADIS Strategic Assessment Tables, as reviewed and commented upon by the COM/MET SG/4, representing the estimated requirements for OPMET information in alpha-numeric format in the MID Region for the period 2001 2005 be forwarded to the SADISOPSG.*

6.2.5            The Group noted that the SADISOPSG/6 had reviewed and adopted the EUR OPMET update procedures as shown in **Appendix 6B** to the report on Agenda Item 6. Since these procedures had proved to be efficient, it was suggested that similar procedures should be considered by the PIRGs concerned in the other ICAO Regions served by SADIS. In this regards, the SADISOPSG formulated the draft conclusion inviting the regional planning and implementation groups to give consideration to introducing the EUR OPMET update procedure in their respective regions.

6.2.6            In light of the above, the meeting made an initial review of the EUR OPMET update procedures and agreed that similar procedures would be beneficial also for the MID Region, but needed to be further reviewed and developed before a definite decision could be taken concerning the implementation in the MID Region. This should be prepared by the ICAO MID Office, in coordination with the States concerned, for a final agreement by COM/MET SG/5. In this context; the following draft conclusion was formulated by the meeting.

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**CONCLUSION 4/11:      APPLICATION OF OPMET UPDATE PROCEDURES IN THE MID  
REGION**

*That, procedures similar to the EUR OPMET update procedures be further reviewed and developed by the ICAO MID Office, in coordination with the States concerned, for a final agreement by COM/MET SG/5 concerning the implementation in the MID Region.*

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