



INTERNATIONAL CIVIL AVIATION ORGANISATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)
AFI OPMET MANAGEMENT TASK FORCE FOURTH MEETING (AFI OPMET MTF/4)
(Pretoria, South Africa, 10-11 September 2012)

Agenda Item 4: Review of Regional Guidance Material on OPMET Exchange
g) Review of OPMET related FASID Tables

REVIEW OF THE AFI FASID TABLE
MET 2A STEMMING FROM THE RESULTS OF THE SADISOPSG/17 MEETING
(Presented by the Secretariat)

SUMMARY

This paper reviews AFI FASID Table MET 2A in light of the SADISOPSG/17 review of the requirements for OPMET information from non-AOP aerodromes.

1. Introduction

1.1 The meeting will recall that the AFI OPMET MTF/1 recommended the review of the amendments to AFI FASID Table MET 2A from SADISOPSG meetings before submitting them to States.

1.2 This paper presents AFI FASID Table MET 2A from SADISOPSG/17 Meeting for review by the AFI OPMET MTF/4 Meeting.

2. Discussion

2.1 The SADIOSPG/17 meeting held in Cairo, Egypt from 29 to 31 May 2012 recalled that the requirements by States and users for aerodrome routine meteorological reports (METAR), aerodrome special meteorological reports (SPECI) and aerodrome forecasts (TAF) to be broadcast on the SADIS were given in Annex 1 to the SADIS User Guide (SUG) which is extracted from a global OPMET database maintained by the ICAO Secretariat. Annex 1 of the SUG includes OPMET information from both AOP (i.e. aerodromes included in the aerodrome operational planning (AOP) tables of the regional air navigation plans) and non-AOP aerodromes.

The MTF will be aware that Annex 1 of the SADIS User Guide is identical to FASID Table MET 2A.

2.2 The meeting is informed that all AOP aerodromes issue METAR and SPECI, as a minimum in the AFI Region, while the requirements for TAF were subject to formal regional air navigation (RAN) agreement, which is reflected in Table MET 1A of all the facilities and services implementation documents (FASID) of the regional air navigation plans.

2.3 The MTF is aware of the fact that OPMET information from non-AOP aerodromes could be included in Annex 1 of the *SUG only if the State concerned has no objection to its distribution on the SADIS and with the understanding that States do not have any obligation of providing such data for non-international aerodromes.*

2.4 The meeting may recall that SADISOPSG/16 Conclusion 16/7 calling for the SADISOPSG Secretariat to seek agreement from the States concerned to provide OPMET information from approximately 700 non-AOP aerodromes, in response to a request formulated by IATA, and to amend Annex 1 of the *SUG* accordingly by 31 December 2011. Additionally, OPMET information from more than 50 non-AOP aerodromes that was no longer required (by IATA) was to be deleted from Annex 1 of the *SUG*.

2.5 As a consequence of Conclusion 16/7, the group noted that, by 31 December 2011, the deletions had been undertaken by the Secretariat without the need for consulting the States concerned, whilst six States had agreed to make the OPMET information available from only 22 non-AOP aerodromes. The meeting is informed that the additions concerned is a very small proportion (less than 5 per cent) of approximately 700 aerodromes from which OPMET information was requested.

2.6 The Task Force is further informed that based on requests by IATA, long lists of additional requirements for OPMET information from non-AOP aerodromes had been included in State letters year after year and that, as a result, normally only a small number of States formally concur with such requirements. The SADISOPSG had felt that repetitive State letters sent annually to the same States with an identical request could be counterproductive, in particular if the State had already clearly indicated their reluctance to provide OPMET information from the non-AOP aerodromes concerned. Under these circumstances, the group had agreed that the SADISOPSG Secretariat should keep track on the requests made and to ensure that a State that had refused the provision of OPMET information from their non-AOP aerodromes not be approached before three years had elapsed.

2.7 The SADISOPSG reviewed the OPMET information required from non-AOP aerodromes based on a proposal made by IATA, as presented at **Appendix A** to this paper. The meeting is informed that the proposal attempted to render the requirements in line with OPMET information (specifically METAR/SPECI and TAF) that was actually made available by States. In this regard, the group concurred that any proposed deletions could be undertaken by the SADISOPSG Secretariat without the need for consulting the States concerned while any proposed additions would have to be endorsed by them. It was noted that only those aerodromes with location indicators included in the Location Indicators (Doc 7910) could be included in Annex 1 to the *SUG*.

2.8 In light of the new requirements for OPMET information for non-AOP aerodromes, as determined by the SADISOPSG/17 and Conclusion 17/9, and taking into account SADISOPSG/16 Decision 16/6, the ICAO Dakar and Nairobi Regional Offices have submitted information related to the requirements of OPMET data from non-AOP aerodromes as given in Appendix A, to the concerned States for approval, before amending the AFI FASID MET Table 2A (and equivalently Annex 1 to the *SADIS User Guide*).

3. Conclusion

3.1 The meeting is invited to:

- a) Note the information in this paper, and
- b) Review the Appendix A to this paper.