

MOTNE GROUP of the EANPG

Working Group for the EUR OPMET BULLETIN MANAGEMENT

**First meeting
(BMG / 1)**

28 February 1997

London/Heathrow

Report of the
Working Group for the EUR OPMET BULLETIN MANAGEMENT
London/Heathrow, 28 February 1997

1. Introduction

1.1. The meeting took place in London/Heathrow Control Tower Building at the invitation of the UK CAA and NATS.

1.2. In accordance with an agreement at the MOTNEG/2, Paris , 4-8 November 1996 the Working Group was established by decision 2/1 to coordinate and implement changes to the OPMET data collection and dissemination in the EUR Region. The Group was composed of MOTNEG Members of Belgium, Denmark, France, Germany, Netherlands, Romania(part time), the United Kingdom and Austria.

1.3. The Rapporteur of the meeting was Mr. H. Cordes of Austria.

1.4. The agenda of the meeting was as follows :

1. Opening
2. Election of Rapporteur
3. Review of the working guidelines of MOTNEG/2
4. Inventory of data :
 - i. Update of the existing MOTNE-Programme
 - ii. SADIS requirements in the EUR - Region
 - iii. Additional available data
5. Inventory of existing communication capabilities of centres and their use
 - i. Available bandwidth
 - ii. Traffic load
 - iii. Message switching capabilities
6. Short term improvement of the existing EUR OPMET data exchange
7. Further action
8. Any other business
 - i. WV,WC,FV distribution

1.5. The terms of reference for this group are enclosed as attachment

2. Review of the working guidelines of MOTNEG/2 for the work of the Group

2.1. Under this topic the items 1.4 up to 1.5.5 of the MOTNEG/2 report were discussed. It was noted that only one day is too short for the expected work and the main activities should be layed to and inventory of EUR OPMET data, communication capabilities and short term improvement of the exchange especially relating to the SADIS EUR requirements.

3. Inventory of data

3.1. The Group noted in this matter that since MOTNE RPG/21 (November 1994) no new

MOTNE tables 2A and 2B were updated because it was expected that a new EUR OPMET Exchange System was developed and will replace the old MOTNE system. Also the input of requirements as an official source is not available because some work for the updating or replacement of EUR ANP Supps.1 and 2 could not finished by various reasons in the ICAO EUR Office.

- 3.2. The Group found it necessary that the requirements must be available in the most actual version. On the other hand this was connected with the available OPMET data in the States. In the WG of the EUR OPMET Exchange a questionnaire was worked out to sample these information. The evaluation of the answers the reply should be done by each MOTNE State. During this time consuming sampling of information it was found that an intermediate information is necessary to make short term improvements. For this case the MOTNE Main Centres should use the same questionnaire but referring to the available data of the responsible area including the MOTNE PDN of Non-EUR data in each centre on an informal basis. The reply of the MOTNE centres should be made available to the Belgium member (C.van Belleghem) for further preparation for the next meeting.
- 3.3. The Non-EUR OPMET Data Gateways Toulouse, London, Brussels and Vienna should also make their inventory for this data for further discussion.
- 3.4. Also additional at time not MOTNE data which are handled sometimes on a bilateral basis should be included in this tables.
- 3.5. As Attachment B the actual table of the MOTNE programme is enclosed.

4. Inventory of existing communication capabilities of centres and their use

- 4.1. It was noted that for an improvement especially of the dissemination and for the transmission to the SADIS Gateway information of the communication infrastructure is important. Due to the different organizational structure and also the non availability of figures for bandwidth and traffic load only general information is available. By answering the above mentioned questionnaire this lack can be solved.
- 4.2. By information of UK/UKMO the composition of the traffic of SADIS is combined by about 40% AFS (AFTN, CIDIN/AFTN) and 60% WMO(GTS) data. These figures are validated on the interim gateway. It was also observed that the distribution was sometimes multiplied between the both elements. Also different bulletins with the same content are received, sometimes data from the GTS are received earlier.
- 4.3. If possible also figures of the traffic load of used circuits for OPMET exchange on both groups - AFS and GTS - should be collected.
- 4.4. It is expected that updated information about the EUR AFS can be made available after the Spring ICAO EUR AFS meeting (EUR AFS).
- 4.5. It was noted that before introducing larger changes in the collection and distribution the available capacity and bandwidth should be considered that an overload of the circuits should be avoided.

5. Short term improvement of the existing EUR OPMET data exchange

5.1. The group agreed that an improvement can be only handled in a step by step solution. It was realized that in following subjects certain activities should be made very quick :

- satisfaction of the SADIS- EUR requirements
- restructure of the MOTNE programme bulletins
- improvement of the Non-EUR OPMET PDN distribution
- coordination of the delivery of EUR OPMET data into other Regions
- development of a data management scheme for handling of new or changed data and requirements

5.2. The table of requirements in the SADIS area for OPMET information from aerodromes in the EUR Region was produced under a set of others by the Regions in the SADIS footprint area. Most of the required EUR OPMET data are available but all the facts mentioned under item 3.1 apply also for the other Regions. It should be guaranteed that all data for SADIS must be available in London and Brussels (Back-up for breakdown of the London AFTN centre). In both cases AFTN addresses for the use in all bulletins which belongs to SADIS and MOTNE will be made available.

5.3. At the moment no restructure of all available data in new bulletins has a great importance. Future discussions can group the data into different into new bulletins to allow simpler identification for different purposes e.g. SADIS, GA(General Aviation), interregional exchange.

5.4. The distribution of Non-Eur OPMET data is using the AFTN Predetermined Distribution System - a snowball system - for the dissemination in the EUR Region. Brussels, London, Paris(Toulouse) and Vienna are the gateways into EUR. The last update of the scheme was done 1993. Additional to this distribution a lot of single additional data are handled depending on single user requirements. It is expected that all traffic into EUR can be reorganized similar the WV/WC-SIGMET recommendation and that it is not necessary to have additional long term message flow outside the standards. It is expected that under this aspects multiple dissemination and transmission can be radically reduced.

5.5. The distribution of EUR OPMET data to destinations outside Europe should be reorganized with the use of gateways. This should be considered under the view of the improvement of the EUR OPMET data exchange concept.

5.6. The development of procedures for the management of the EUR OPMET data information has one of the highest priorities under the terms of reference. It was discussed that a standard procedure should be developed and used for the information of requirements and changes in the programme of OPMET data by the States. Before such a procedure is introduced an interim solution is necessary to overcome the problems of the starting phase.

5.6.1. Interim steps for development of information of EUR OPMET data

- Each Main MOTNE centre should provide an interim inventory of the EUR OPMET

data which is available in the centre. This information should be provided in the OPMET questionnaire and sent to Brussels (C. Van Belleghem) not later than May 1st, 1997.

- The questionnaire will be distributed to the MOTNE centres not later than April 1st, 1997 by Austria (H.Cordes).

- C. Van Belleghem offered the capability for DP of the tables and will combine the available data with the requirements and produce a summary of this.

- In the next step the available data looks like a shopping list and will be distributed to the MOTNE centres to investigate new requirements. The reply should be given not later than June 1st, 1997 to Brussels that this can be the basis for the review in the next BMG meeting in June is ready. This product can be seen as an interim catalogue.

The content of this information is in minimum :

State/TTAAii/CCCC/ CCCC....(reports)/ name/

Distribution: MOTNE, SADIS, DB,.../ Remarks : e.g. hourly, daytime only ...

- The outcome of this meeting will be made available to the States by ICAO and will be a basis for the discussion in MOTNEG/3.

5.6.2. Development of a procedure for "Bulletin/Report Management"

The Group found that some fundamental rules must be established to handle the requirements and information effectively. It was necessary to establish :

- a focal point for information handling and distribution
- a way for the information flow from the source up to the focal point
- a periodic time schedule for input deadlines and publishing dates
- an effective way for distribution of the last information
- handling of EUR and non-EUR requirements
- handling of future SADIS 2-way data

After discussion the Group agreed :

- i. the focal point is Brussels (EB / DB - C. van Belleghem)
- ii. the information or requirements should be provided by States to the responsible MOTNE centre
- iii. the actual information should be provided in a monthly cycle (similar the AIRAC schedule) on electronically basis - preferably on a catalog server
- iv. the information should be made available to ICAO for information of other Regions
- v. a time schedule for the handling of requirements and information. This flowchart is attached as Attachment C.

5.7. During the discussion it was noted that for the EUR coordination it will be helpful if also representatives of the MOTNE centres Rome and Madrid can attend the next meeting.

5.8. In a perhaps similar way also the Non-EUR data can be managed. Also information of the PDN gateways should be made available for further implementation into the scheme.

5.9. New requirement from Airlines/Users should be brought via the responsible MET Authority into the MOTNE system. This will include also the Non-EUR data.

6. Any other business :

6.1. The distribution of WV and WC bulletins was explained. In this connexion it was agreed that the FV bulletins, if issued, should be sent to all MOTNE centres for further distribution.

6.2. It was noted that some Scandinavian bulletins are delayed transmitted. The delay can be the result of a deadline for compilation in EKCH and the different transmission on AFS and GTS.

6.3. For further work an integration of all official databases on a worldwide basis for back up and additional data source should be envisaged.

6.4. Also the problem of the exchange of AFI and NAM/CAR SIGMETs to EURas a new requirement of IATA and Airlines was discussed in a first step.

7. Future work

The EUR OPMET Bulletin Management Working Group agreed that additional to the next work which will be done by mail a next meeting is necessary to improve the collection and dissemination in a first step and to prepare documents for the MOTNEG/3 meeting. On invitation of the Belgium member it will be held in Brussels on the 26 June 1997. If it found necessary during the preparation of the inventories and papers an additional day should be planned.

Attachments :

- A Terms of reference of the "EUR OPMET Bulletin management Group" -
(Copy from the MOTNEG/2 report)
- B Existing (actual) MOTNE programme
- C Process of OPMET information handling
- D List and addresses of participants

Process of OPMET information handling

Time Line :

If available

7 days before review

Review process
(date X)

7 days after review

14 days after review

Day X AIRAC date proposed

