

MOTNE GROUP of the EANPG

Working Group for the EUR OPMET BULLETIN MANAGEMENT

Second Meeting

25 - 26 June 1997

Brussels CCN

DRAFT REPORT

Report of the
Second Meeting
of the
Working Group for the EUR OPMET BULLETIN MANAGEMENT
Brussels, 25 - 26 June 1997
(BMG / 2)

1. Introduction

- 1.1. The meeting took place in Brussels CCN by invitation of the Belgian Airport & Airways Agency from 25 to 26 June 1997. The group express thanks to the Belgium AAC for hosting the meeting.
- 1.2. The meeting was the second one and continued the first which was held in February 1997. The second meeting was necessary due the amount of work in this matter. With reference to the first meeting an answered questionnaire was presented by most of the members to start the work in the bulletin management. The Belgian member presented a summary of excellent documentation of the collected information.
- 1.3. A list of participants is enclosed in appendix A. By several reasons the members of Germany and Italy could not attend. The member of Spain shared only part time of the meeting.
- 1.4. The Rapporteur of the meeting was Mr. H. Cordes of Austria.
- 1.4. The agenda of the meeting was as follows :
 1. Review of the draft report of the first BMG Meeting
 2. Review of the OPMET data questionnaire of the MOTNE centres (inventory of OPMET data)
 3. Improvement of the EUR OPMET exchange (additional data exchange, SADIS requirements)
 4. Review of the "Bulletin/Report Management"
 5. Presentation of the results of the BMG to MOTNEG/3
 6. Any other business

2. Review of the draft report of the first BMG Meeting

- 2.1. After the revision of the draft report only small necessary changes were necessary in para. 3.3., 4.2., 4.4., 5.7. and 5.9..
- 2.2. After correction the complete report will be distributed by mail to all members.

**3. Review of the OPMET data questionnaire of the MOTNE centres
(inventory of OPMET data)**

- 3.1. Unfortunately not all centres responded to the questionnaire. The available data are summarized in the attached document. The document was excellently prepared in different views by the Belgium member and required a lot of additional work.
- 3.2. It is expected that the centres LE (Madrid) and LI (Rome) will send the data to Brussels for inclusion in the updated document, also EH (Amsterdam) will submit the outstanding answer to EB.
- 3.3. The questionnaire was also sent to the ICAO EUR Regional Office Paris for preparation of a State letter to get all the relevant OPMET information. At the moment the letter is under preparation . It is expected, that the answers of the States will be available before MOTNEG/3 to prepare a similar documentation as for this meeting.
- 3.4. It was stated that an important part of the OPMET data - from the Former Russian Federation and new States - can not be made available due coordination problems in these areas.
- 3.5. Spain announced some improvements in the EUR / SAM communication aspects especially about the upgraded circuit (9600bps) between Brasilia and Madrid. The group was informed that the data exchange between SAM and EUR databases will be one of the agenda items in the Regional COM/MET WG (end of 1997). It was also the difference between Regional AFTN - and OPMET - gateways explained.
- 3.6. The group noted also the actual information about the improvement of the AFS CIDIN circuits in Europe. The existing traffic load on these circuits is in no cases more than about 10 - 15 %. It was agreed that the required load figures from BMG/1 are not longer necessary. The additional OPMET traffic has no risk to overload the circuits. A diagram of the AFS - circuits in the EUR Region is enclosed in attachment B.
- 3.7. The group noted that in view of the requirements for online monitoring of OPMET data worldwide coordination of the operation of the official databanks is necessary.
- 3.8. The interregional OPMET exchange especially from other Regions to EUR needs the same procedures as the EUR OPMET bulletin management.
4. **Improvement of the EUR OPMET exchange :**
(additional data exchange, SADIS requirements)
- 4.1. In the discussion of the OPMET exchange requirements it was agreed that at first in minimum all "MOTNE" data should be on SADIS. In principle this dissemination is working.
- 4.2. All other EUR data for the SADIS requirements should be coordinated with London(EG) and Brussels(EB). EB is responsible for the back up of the EG MSS.

- 4.3. It is expected that after a starting phase the existing requirements can be satisfied step by step.
- 4.4. An important task for all components in the EUR OPMET exchange is the filtering of duplicated messages.
- 4.5. The problem of the existing PDN distribution was in depth discussed. It was noted that the revision of the PDN tables which were distributed in the ICAO OPMET Databank catalogue are outdated, because the last revision was done in 1993. The tables should not be updated, because a new structure of the PDN centres should reflect the changed requirements and communication infrastructure. It was suggested that a small meeting of the former PDN centres (Paris, London, Brussels and Vienna) can formulate a WP with a revised scheme for the next MOTNEG meeting. It is planned to held the meeting in week 39 / 23 - 24 September 1997 in Vienna. This revised exchange scheme is very important for the distribution of non-EUR data on SADIS. For a fruitfull discussion it is expected that each centre prepare tables of the area of responsibility (e.g. bulletins, content, use of collective adress, information of recompilation ...)

5. Review of the "Bulletin/Report Management"

- 5.1. The flow chart of the "OPMET information handling" (BMG/1) and the presentation of the questionnaire with different tables were used for the discussion in this matter.
- 5.2. The summarized information of the returned questionnaires will be presented in two different tables :
 - 5.2.1. The new "OPMET Databank Catalogue" - this part is a user oriented catalogue of all available OPMET data and information. This part will be made available electronically and in a paper version;
 - 5.2.2. The "Management Database" - this part will contain all information which is for management and operation of OPMET data exchange and dissemination and is only available in an electronic version. All required information can be filtered out with different PC-tools.
 - 5.2.3. The structure of this files which will be made available in DBF-format (*.dbf) is given in attachment C. The files will be compressed in ZIP.exe. After execution the original *.dbf file is stored in the loaded directory.
 - 5.2.4. The files can be accessed in near future from the WWW-server of RMI (Royal Meteorological Institute of Belgium) Brussels via FTP.
The address is :
<ftp://ftpserver.oma.be/pub/meteo/opmet>
(or <http://www.meteo.oma.be> and klick on the "ftp-server" button.
It is also planned to have an additional access possibility via the Austrian AUSTRO

CONTROL Server as a mirror file. For example at the moment the part Vienna of the databank catalogue is accessible by FTP.

The address is :

ftp://www.austrocontrol.co.at/pub/motne/db_wien/....

(Examples will be enclosed as attachment F)

5.2.5. Due to security reasons the data of the ADM- and COM-section will not be made available in the public domain area. The data will be exchanged by e-mail. A later implementation of a login/password access was discussed in principal.

5.3. In the BMG/1 meeting there was no way for the publication of the BMG changes discussed. Only the time schedule for the input / output for the coordination of changes was agreed on the same dates as the AIRAC (Aeronautical Information Regulation and Control) schedule. For detailed information of this process a copy of the referring pages of the Aeronautical Information Services Manual (ICAO Doc. 8126-AN872 / 5.Ed. 1995) is enclosed as attachment D.

5.4. Also the form of changes and amendments needs to be formulated. The information will be published as an >> NOBX99 EBBR YGGgg << bulletin to all MOTNE centres for further distribution and handling. The changes can be described in a similar way as the weekly amendments of WMO-documents are prepared. The concept will be studied for decision in the next future.

5.5. The input information of changes by States should be made in the form of the questionnaire and mailed to the responsible MOTNE centre.

5.6. It was found that for the " focal point " it is necessary to have direct contact to States (centres) outside the EUR Region. In this matter the terms of reference for the BMG are too small and not flexible enough.

6. Presentation of the results of the BMG to MOTNEG/3 :

6.1. The group stated that the necessity exists to prepare on the next MOTNEG meeting (MOTNEG/3) clear formulated conclusions and recommendations.

6.2. It is intended to present :

- i. the reports of BMG/1 and 2 ;
- ii. a WP with the procedures for the bulletin management
- iii. an updated version of the EUR OPMET Bulletin Management Document with following tables :

- OPMET Administrative Information
- Circuits used for interest for OPMET-data exchange
- MOTNE tables 2A and 2B
- EUR OPMET requirements
- EUR OPMET data / report oriented
- EUR OPMET data / bulletin oriented

SMPS

iv. if possible a WP about the "PDN" of non EUR data

6.3. It is envisaged to stay in close contact by mail and to circulate drafts beginning of September 1997.

7. Any other business :

7.1. France presented an IP concerning some changes in the form and content of the French OPMET-bulletins. It was agreed to use this information as a test for the publication of the changes in line with the proposed scheme.

7.2. Austria delivered an updated list for the use of the "AA" geographical designators in his gateway function for the WC- and WV-SIGMET redistribution (attachment E).

7.3. The group was informed about the distribution of FV-bulletins of the VAAC Toulouse. If these bulletins are issued, they will be handled in the same way as the WC/WV-SIGMETs.

8. Future work :

8.1. The group stated that the work of the OPMET Bulletin Management Group (BMG) can not be finished and is an continueing procedure. Future actions should be expected by an ongoing mandate of the MOTNEG.

Attachments :

- A List and addresses of participants
- B AFS - circuits in the EUR Region
- C File structure of bulletin / report information
- D AIRAC - information (excerpt from AIS Manual - ICAO Doc. 8126-AN872 / 5.Ed-1995)
- E Redefinition of AA (geographical designator) for redistribution of WV/WC-SIGMETs by MOTNE centre Wien
- F Examples of WWW Internet/FTP access
- G Summary and presentation of the OPMET questionnaire (Delivered on the BMG/2 meeting - not copied again)

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LIST OF CONTACTS :

AUSTRIA

Mr. Horst CORDES
AUSTRO CONTROL
Schnirchgasse 11
A-1030 Wien
AUSTRIA

Tel: 43117034050
Fax: 43117034006

horst.cordes@astrocontrol.co.at

Mr. Helmut KLINSKY
AUSTRO CONTROL
Schnirchgasse 11
A-1030 Wien
AUSTRIA

Tel: 431797984050
Fax: 431797984006

BELGIUM

Mrs. Christiane DE SWERT
Belgian Airport & Airways Agency
Rue du Progres, 80 Boite 2
B-1030 Brussels

Tel: 3222062260
Fax: 3222062289

Mr. Christiaan VAN BELLEGHEM
Belgian Airport & Airways Agency
Vooruitgangstraat 80 bus 2
B-1030 Brussels
BELGIUM

Tel: 3222062257
Fax: 3222062288

106466.1135@compuserve.com

Mr. Jacques NAPEN
Regie des Voies Aeriennes
Rue du Progres 80 b2
B-1030 Bruxelles
BELGIUM

Tel :2062258
Fax :2062288

Mr. Luc SELDERSLAGHS
Belgian Airport & Airways Agency
Rue du Progres 80, Boite 2
B-1030 Brussels
BELGIUM

Tel: 3227536551
Fax: 3227536558

DENMARK

Mr. Poul Ole LARSEN
Civil Aviation Authority
Maglebylille, Blok 1
DK-2770 Kastrup
DENMARK

Tel: 4532478220
Fax: 4532478850

pol@siv.dk

FRANCE

Mr. Francis DUTARTRE
METEO FRANCE
42 Avenue Gustave Coriolis
F-31057 Toulouse-CEDEX
Mr. Yves LA NEELLE
Service Central de Telecommunications
Quartier Millet
F-45037 Orleans CEDEX
FRANCE

Tel : 33561078150
Fax: 33561078109

Francis.Dutartre@meteo.fr
Tel: 33238774803
Fax: 33238420276

la_neele_yves@sct.dgac.Fr

NETHERLANDS

Mr. Wil C. M. VAN DIJK
Royal Netherlands Meteorol. Institute
P.O. Box 201
NL-3730 AE De Bilt
THE NETHERLANDS

Tel: 31302206911
Fax: 31302210407

dijkvanw@knmi.nl

ROMANIA

Mr. Laurentio BROJBOIU
ROMATSA
Romanian Air Traffic Services Administration
1, Ion Ionescu de la Brda Str.
RO-71952 BUCURESTI
ROMANIA

Tel: 441293576420
Fax: 441293576399

lbrojboiu@romatsa.ro

SPAIN

Mr. Manuel VALBUENA GRANADOS
AENA - Direccicon General Navegacion
c/Juan Ignacio Luca de Tena 14
E-28027 Madrid
SPAIN

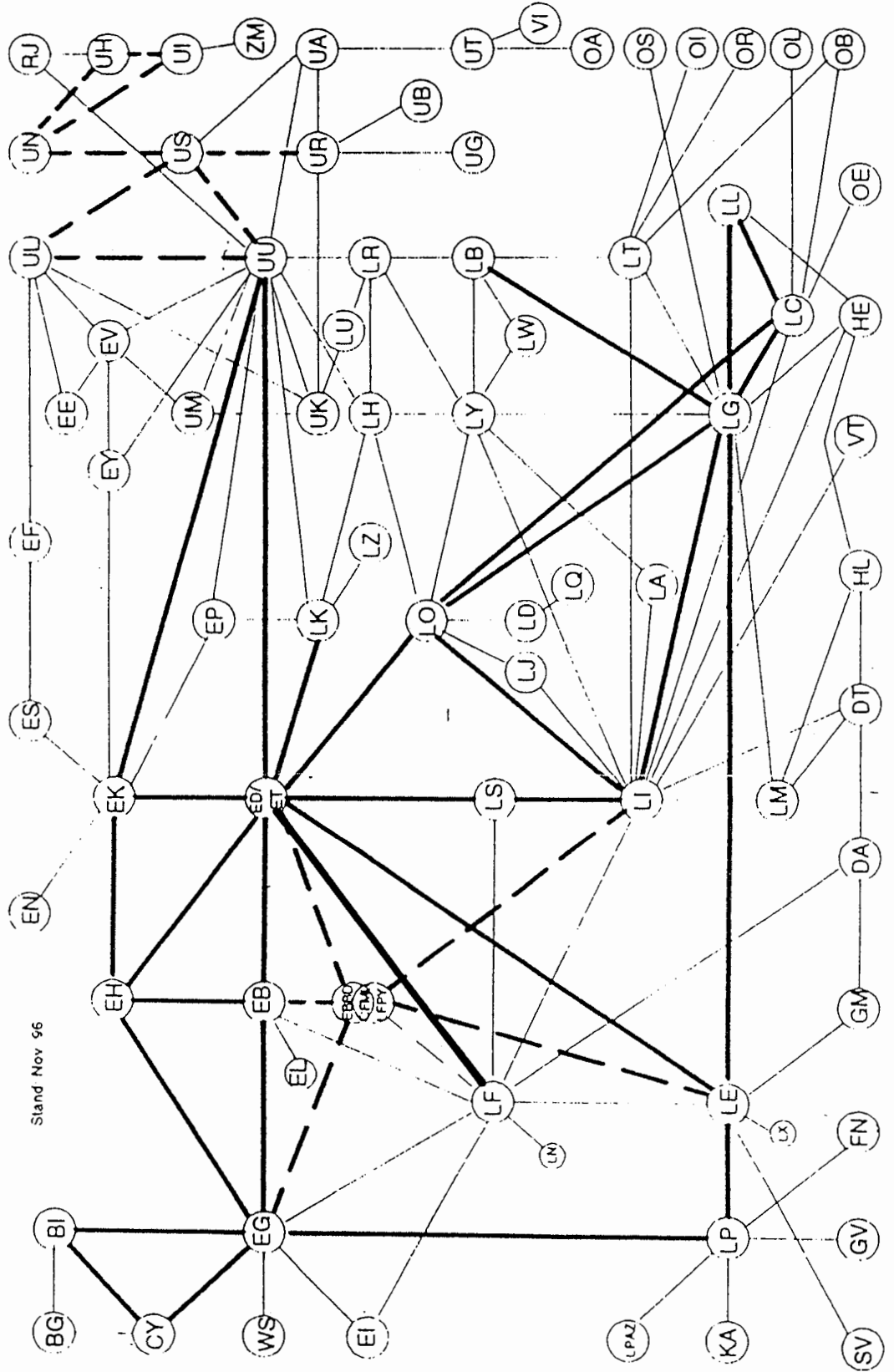
Tel: 3413213253
Fax: 3413213104

UNITED KINGDOM

Mr. Kevin LOY
National Air Traffic Services Ltd
London Heathrow Airport
Houslow, Middelsex, TW6 1JJ
UNITED KINGDOM

Tel: 441817453356
Fax: 441817453229

1.2 COM Chart EUR (expected at 01 March 1997)



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Proposal for OPMET Data Tables :

1. Table 1 : OPMET Reports

CCCC	Full name of station / Descriptor	Stationtable :												Remarks:
		DB Brussels (EBBR)			DB Toulouse (LFPW)			DB Vienna (LOWM)			SADIS	IATA		
		SA	FC	FT	SA	FC	FT	SA	FC	FT				
1	2	3	4	5	6	7	8	9	10	11	12	13	14 *1)	
A-4	A-50	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-3	A-20 *2)	
LOWW	Wien/ Schwechat	X	X	X	X	X	X	X	X	X	X	VTE		

*1) Fieldnumber

*2) Fieldsize

2. Table 2 : EUR OPMET Bulletins

This kind of table will be produced for each type of bulletin (WMO T₁T₂ - data designator) :
SA, SP, FC, FT, WS, WA.....

e.g.:

SA (METAR)

EUR OPMET Bulletins							
TTAAii	CCCC - Compiling station	C ₁ C ₁ C ₁ , C ₂ C ₂ C ₂ , C ₃ C ₃ C ₃ ,C _n C _n C _n (Reports)	EBBR	LFPW	LOWM	SADIS	Remarks:
1	2	3	4	5	6	7	8
A-6	A-4	A-100	A-1	A-1	A-1	A-1	A-20
SA0S31	LOWM	LOWW,LOWL, LOWS,LOWT,LOWG,LOWK	X	X	X	X	h

AIRAC - information
(excerpt from AIS Manual - ICAO Doc. 8126-AN872 / 5.Ed-1995)

- a) white — administrative;
- b) yellow — ATC;
- c) pink — safety;
- d) mauve — danger area map; and
- e) green — maps/charts.

Distribution of AIC on a national basis is left to the discretion of the origination State concerned.

4.4 AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC)

The need for control [6.1.4]

4.4.1 Information concerning changes in facilities, services or procedures in most cases requires amendments to be made to airline operations manuals, or other documents produced by various aviation agencies. The organizations responsible for maintaining these publications up to date usually work to a pre-arranged production programme. Therefore, if AIP Amendments or AIP Supplements concerning such information are published indiscriminately with a variety of effective dates, it would be impossible to keep the manuals and other documents up to date. But, if throughout the year, a schedule of predetermined dates on which changes were to become effective were fixed, it would then be possible for a production programme to take account of or be based on these predetermined dates. Essentially, implementation dates other than AIRAC effective dates should not be used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation data bases.

Regulated system [6.1.1, 6.1.1.2]

4.4.2 Since many of the changes to facilities, services or procedures can be anticipated and can be made effective in accordance with a predetermined schedule of "effective dates", Annex 15, 6.1 calls for the use of a regulated system designed to ensure, unless operational considerations make it impracticable, that:

- a) information concerning any circumstances listed in Appendix 3 of Annex 15 (see Figure 3-1 of this

manual) will be issued as AIP Amendments or AIP Supplements. These amendments/supplements shall be identified by the acronym "AIRAC" and distributed at least 42 days in advance of the effective date, with the objective of reaching recipients at least 28 days in advance of the same date;

- b) the effective dates will be in accordance with the predetermined internationally agreed schedule of effective dates based on an interval of 28 days, including 10 January 1991; and
- c) information so notified shall not be changed further for at least another 28 days after the indicated effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

If for some justifiable reason the planned effective date does not coincide with one of the predetermined AIRAC effective dates, the AIP Amendment or AIP Supplement should, whenever possible, be published at least 28 days before the beginning of the AIRAC cycle within which the planned effective date falls. [6.1.5]

4.4.3 When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a NOTAM must be originated giving a brief description of the contents, the effective date and the reference number to the amendment or supplement. This NOTAM must come into force on the same effective date as the amendment or supplement concerned. Additionally, such NOTAM should remain in force as a reminder on PIB until the next checklist/summary is issued (see 4.1.21). [5.1.1.2]

4.4.4 When information has not been submitted for publication at the AIRAC date, a NIL notification must be originated and distributed by NOTAM, not later than one cycle before the AIRAC effective date concerned. [6.1.2]

Schedule of AIRAC effective dates

4.4.5 The schedule of the predetermined internationally agreed AIRAC effective dates for the years 1995 to 2004 inclusive are as indicated in Table 4-1.

Co-ordination

4.4.6 In order for the AIRAC system to operate satisfactorily, it is essential that the headquarters branches

of the State aviation authority, who are assigned the responsibility of supplying raw data to AIS, are thoroughly familiar with the AIRAC system. In particular, they must be aware not only of the effective dates but also the dates on which the raw data must reach AIS in order for an AIP Amendment or AIP Supplement to be published and reach recipients at least 28 days in advance of the effective date. It is the responsibility of AIS to determine what the latest dates are for the raw data to reach it in order to publish amendments/supplements that will meet the corresponding AIRAC effective dates. A convenient way of informing headquarters branches of these dates is to have them printed on the reverse side of the aeronautical information promulgation advice form (see Figure 3-1). Headquarters branches should endeavour to forward raw data to AIS as early as possible and not wait until the "final date". This applies particularly where lengthy or complicated drafts are concerned. Early receipt will allow AIS to process the data at a normal speed, whereas late receipt normally means that the processing has to be rushed and thereby increases the possibility of error.

Significant dates

[6.1.1, 6.1.1.1]

4.4.7 There are three significant dates associated with the AIRAC system, as follows:

- a) the effective date;
- b) the publication date; and
- c) the latest date for the raw data to reach AIS.

Ideally there should be an interval of 42 days between the publication date and the effective date. This allows for a period of up to 14 days' distribution time, by the most expeditious means, in order for recipients to receive the information at least 28 days in advance of the effective date. In some cases where additional notice is desirable and practicable, a publication date of 56 days (or even longer) in advance of the effective date may be used.

Use of the AIRAC system during holiday periods

[6.1.3]

4.4.8 In some areas of the world the use of an AIRAC effective date falling within major holiday periods (e.g. Christmas/New Year, Haj, Mardi Gras, summer vacations, etc.) creates difficulties in processing the information received, due to reduced staff during these periods.

4.4.8.1 In addition, because of the increased burden on postal services during such periods (e.g. large quantities of Christmas/New Year mail) the receipt of AIRAC information is frequently delayed, thus causing considerable problems to users.

4.4.8.2 To improve the situation during the Christmas/New Year period, it is recommended that the AIRAC cycle date occurring in the 28-day period from 21 December to 17 January (both dates included) no longer be used as an AIRAC effective date for the introduction of significant operational changes. States experiencing similar problems during other holiday periods may wish to adopt a comparable system.

4.4.8.3 It should be emphasized, however, that the AIRAC system provides for considerable flexibility in its application, with a choice of 13 AIRAC effective dates during each calendar year. Bearing in mind that many significant changes to facilities, services and procedures can be anticipated well in advance, a suitable effective date can be selected which does not conflict with a major holiday period.

4.4.8.4 In addition, a publication date can be selected which provides for as much advance notice as possible. Annex 15, 6.1.1 specifies that AIRAC material must reach recipients at least 28 days in advance of the AIRAC effective date. Preferably such data should reach recipients more than 28 days before the effective date, for instance 42 or 56 days or more. Under the AIRAC system a maximum period of advanced notification is essential. If this policy is applied it will give users ample time for processing changes to essential data, even if the effective date falls within a major holiday period.

Exceptions

[5.1.1]

4.4.9 There will be occasions when it will not be practicable to adhere to the AIRAC system in which case a NOTAM must be issued, especially where the information to be disseminated is of a temporary nature and/or of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice except for extensive text and/or graphics (see also 4.1.1 to 4.1.7).

Example

4.4.10 An example of the application of the AIRAC system follows: