

AERONAUTICAL TELECOMMUNICATIONS NETWORK
PANEL

Working Group 3 (Applications and Upper Layers)

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**Current Status of the SARPs Development for the
METAR Service**

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SUMMARY

This WP describes the current status of the development of SARPs for the METAR service.

Reference:

- [1] ATNP/WG3/SG2/IP19-01 – Liaison WP with ADSP WG/B
- [2] ATNP/WG3/WP14-17 – Adding the METAR service to the CNS/ATM-1 FIS Application
- [3] ADSP-WG/B-DP1 – Summary of Discussions and Conclusion – Madrid, 19 to 23 October 1998.

1. Background

The first analysis of the METAR data link service as described in the ADSP Manual shows that it is possible to easily upgrade the current ATN FIS application to support both ATIS and METAR. The changes foreseen are basically the addition in the ASN.1 description of the FIS Application Protocol Data Unit of the METAR fields.

A draft of the new ASN.1 was specified ([2]), based on the information in the ADSP Manual and a draft of a proposed amendment of Annex 3 clarifying the use of ATIS, METAR and SPECI reports. It turned out later that this amendment was only a working draft – still under discussion – and that it should not be used as baseline for the specification of the METAR application.

However, this analysis also highlighted some ambiguities or missing specification in the ADSP Manual. A working paper ([1]) was therefore presented to ADSP WG/B asking for more detailed information on some of the operational requirements currently present in the METAR description. At the last ADSP WG/B meeting in Madrid (19-23 October 1998), these issues were discussed. This WP reports to ATNP WG3 SG2 the conclusions of the discussion, as reported in the meeting minutes ([3]).

2. ADSP WG/B Discussion

ADSP WG/B answers to the questions raised in WP [1] are the following:

- There is no operational requirement for a METAR contract mode. The D-FIS part of the manual will be changed to indicate that the contract mode does not automatically apply to all data link services defined under the D-FIS application.
- The processing message should be defined in the METAR service (as it is for ATIS) to relieve the pilot from requesting the METAR if the answer does not come quickly enough.
- There is a requirement that the display order of voice and data link METAR elements must be identical.
- The METAR termination message defined in the Manual is not necessary since there is no update contract for METAR.
- WP [1] asks for the provision of a range and resolution table and a glossary for the METAR fields. Most of this information is described in the WMO Manual on Codes (WMO-306) related to the codes and abbreviations used by the MET offices in the provision of METAR and TAF. A WP containing an update of this document was presented to WG/B. During the review of this document, it was found to be incomplete and information needed by ADSP and ATNP was missing.

As a consequence, WG/B will request the METLINKSG to provide the following information:

- Confirm that the range and resolutions of the fields or parameters which are the same in the local reports (ATIS) and in the routine reports (METAR) would be the same,
- The range and resolution for the additional METAR fields or parameters,
- Typical display examples of all possible options for each field,
- Clear and easy to understand description of the fields using plain language to express all the options that were available.

This information is expected to be presented at the next ADSP meeting in February (Adelaide, Australia).

3. Conclusion

The answers of ADSP WG/B to WG3/SG2 questions confirms that METAR is a functional subset of the current FIS application.

However, the definition of the range and resolution for the METAR fields is not available yet. ATNP is not able to progress its work on METAR till this information is provided.