

IATA-WMO Collaboration on AMDAR



WMO OMM

World Meteorological Organization

Organisation météorologique mondiale

Agenda

1. Background on the IATA-WMO collaboration
2. Progress made
3. Concept of Operations
4. Next steps
5. Issues for WMO
6. IWCA at RA VI Session

Background on AMDAR - [here](#)

Background on IATA

- IATA now represents around 265 airlines in over 117 countries
- Carrying 83% of the world's air traffic, IATA members include the world's leading passenger and cargo airlines

See:

<http://www.iata.org/about/members/Pages/index.aspx>

<http://www.iata.org/about/members/Pages/airline-list.aspx?All=true>

- IATA has associate membership of ET-ABO but there has been little contact with the IATA Secretariat previously

Background on Collaboration

- The CBS/ET-ABO looking for an opportunity to collaborate with IATA on AMDAR (ET-ABO-2, Dec. 2015)
- IATA was approached by airlines concerned that AMDAR data was being made available publicly and to private met. service and other contractors.
- IATA undertook a study on AMDAR and turbulence over 2016 to investigate the program and the data issues.
- In late 2016, IATA approached WMO regarding the outcomes of the study and an offer to collaborate on AMDAR.

Outcome of IATA Study on AMDAR

Key Recommendations from the study:

1. IATA to work with the WMO to expand the AMDAR program across the globe and establish a more equitable cost-recovery mechanism for the participating airlines;
2. IATA to set up a global turbulence database with real-time data transmission to airlines during flight operations.

Progress on Collaboration

- Dec. 2016: WMO and IATA reps met in Geneva - agreed on concept of collaboration and to develop Position Paper
- Feb 2017: IATA met with WMO ET-ABO Leadership in Silver Spring - agreed to proceed
- Mar. 2017: Team formed to work on IATA-WMO collaboration
- April 2017: Contracted as consultant to coordinate development of the CONOP document.
- May 2017: EC approved document and [Decision 12.2\(2\)/1](#) - to form Working Arrangement on AMDAR
- May 2017: Discussed at ET-ABO-3 – endorsed proceeding
- July 2017: IATA-WMO Working Arrangement put in place
- Dec. 2017: Mature draft of Concept of Operations developed



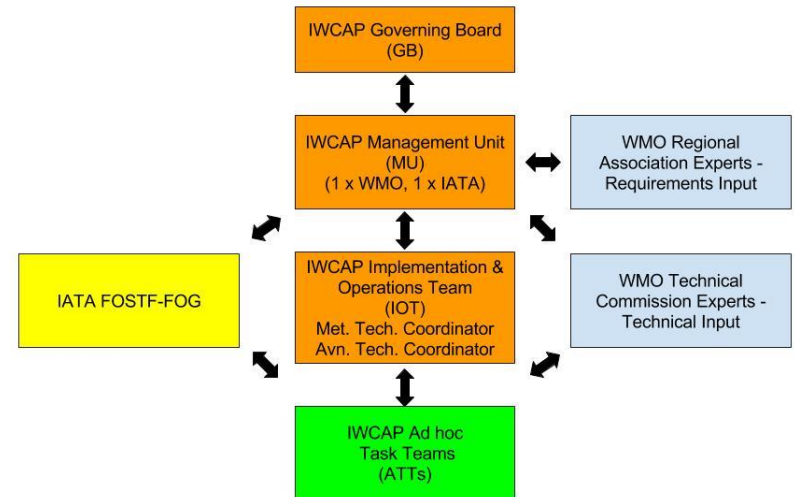
Concept of Operations Goals

1. establishing a **better defined business relationship between AMDAR operators, data users, data providers and other stakeholders**;
2. a **more efficient and simplified process for airlines to join** and contribute to the Programme;
3. an improved process for the **establishment and provision of requirements** for AMDAR data by NMHSs and data users;
4. development and implementation of a **sustainable funding mechanism** to support AMDAR operation and development;
5. introduction of a simplified, uniform, **equitable and centralized costing and remuneration system** for AMDAR operations and development;
6. **more secure and better defined AMDAR data ownership** and management practices;
7. a more efficient and optimized AMDAR programme derived from improved recognition and **better integration of AMDAR with the aviation industry**;
8. an **expanded and enhanced global AMDAR data coverage**; and
9. **wider and improved use of AMDAR data** in support of both meteorology, aviation and the wider community.



1. establishing **a better defined business relationship** between AMDAR operators, data users, data providers and other stakeholders;

- Agreements:
 - IATA-WMO: WA with Data license for use (GTS)
 - IATA-Airlines: Data provision
 - WMO-Members: Regulations
- Establish a governance structure
 - Governance Board
 - Management Unit
- Establish operational & developmental structure
 - Implementation & Coordination team
 - Ad hoc Task Teams
 - Expertise drawn from organizational bodies & experts.



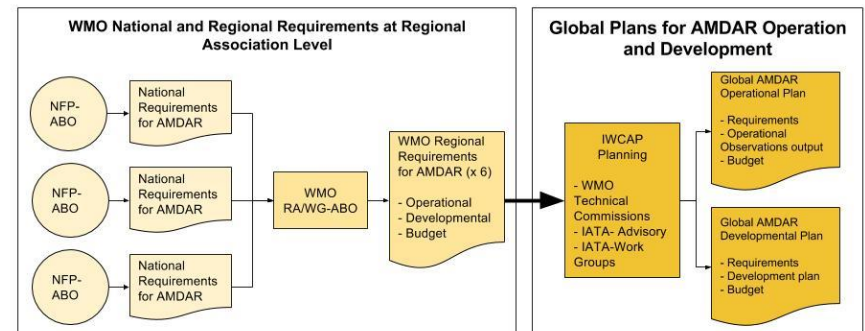
2. a more efficient and **simplified process for airlines to join** and contribute to the Programme;
- IATA to encourage airline participation based on requirements for data by NMHSs
 - Simplified & standardised solutions for technical implementation
 - Program operation and agreement process simplified
 - Costs and remunerations centralised, simplified



3. an improved process for the **establishment and provision of requirements** for AMDAR data by NMHSs and data users;

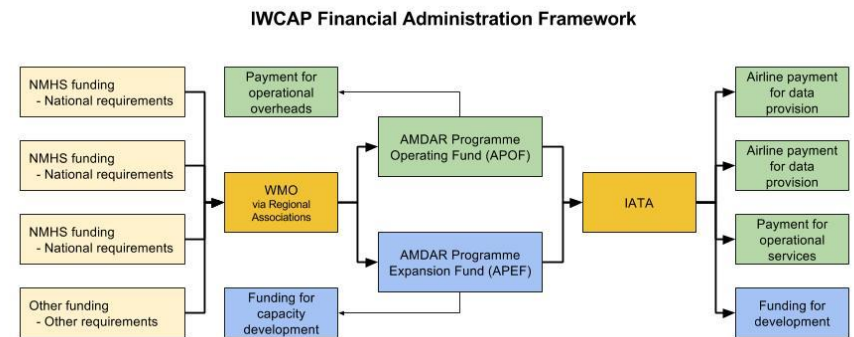
- Requirements for AMDAR established by each WMO region (6)
- National requirements - > consolidated regional plan & budget
- -> consolidated global plan & budget
- Annual cycle with 3-5 year forward planning

IWCAP Requirements and Planning Process



4. development and implementation of a **sustainable funding mechanism** to support AMDAR operation and development;
5. introduction of a **simplified, uniform, equitable and centralized costing** and remuneration system for AMDAR operations and development;

- Two funds established:
 - Operating Fund
 - Expansion Fund
- Standardised, simplified fee structure supports both funds
- Members commit funds according to requirements
- Funds transferred to WMO
- IATA reimburses Airlines



7. a more efficient and optimized AMDAR programme derived from **improved recognition and better integration of AMDAR** with the aviation industry;

- IATA utilises industry membership, knowledge and expertise to drive efficiencies
- Global operation and expansion better organised:
 - Better arrangements with vendors and developers
 - Greater availability of standard AMDAR applications
- WMO and IATA to continue to standardise operations



8. an **expanded and enhanced global AMDAR** data coverage;

- Initial development and operation under new IWCA aimed at program expansion and enhancement
- Initial focus on new developments in data-sparse areas
- Enhancement with water vapour measurement
- IATA to lead on industry uptake of turbulence monitoring and operations for airline use



9. wider and **improved use of AMDAR data** in support of both meteorology, aviation and the wider community.

- WMO and IATA continue to promote data use and impact
- Promote and push expanded and improved integration of data use by the aviation industry (e.g. use of turbulence information; use in flight operations and flight management)
- Program expansion and enhancement to drive greater use – if it's there, they'll use it.

Next Steps

- CONOP and ToR for IWCA to be developed by end of 2017 by WMO & IATA ✓
- IATA Secretariat Decision to endorse by **late 2017** ✓
- Side Event at WMO Regional Association VI 17th Session & Decision/Endorsement on RA VI Regional AMDAR Programme - **early-Feb 2017**
- Possible Decision to endorse by WMO EC-70 - **June 2018**
- Possible Decision to endorse by IATA GA - **June 2018**
- Cg-2017 Resolution to endorse collaboration - **mid-2019**
- IWCA Commence **Development in 2019** (Region VI?)
- IWCA Commence **Operations in 2020** (Region VI?)
- Expand to other regions (RAs) gradually



Issues for WMO

- Can RAs develop coherent and harmonized requirements?
- Can RAs operate required regional infrastructure & functions (DPC, QC, QM)?
- WMO management of funds
- Legal aspects - compliance with data licensing vs Res. 40
- Data commercialisation by IATA - use of revenue
- Managing 3rd party access to data



IATA-WMO Collaboration at RA-VI

Side Session - 5 Feb 2018, 5:30pm:

1. Introduction and background (Dean) - 5 mins
2. Presentation on the IWCAP/ConOps and USA perspective (Curtis) - 15 mins
3. Presentation on the EUMETNET/E-AMDAR perspective on the IWCAP (Steve) - 15 mins
4. Introduction to RA-VI decision to participate in the IWCAP (Dean) - 5 mins
5. Questions and discussion

Document 3.2(5) -

<https://drive.google.com/open?id=1pISmnWp7Tv5WoDtVgQpMslqSFmZkkLj>

Thank you Merci



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