WORLD METEOROLOGICAL ORGANIZATION

AMDAR Panel-15/Doc.3.3.9

(10.IX.2012)

WMO AMDAR PANEL
(Fifteenth Session)

(BOULDER, USA, 6-9 NOVEMBER 2012)

ITEM: 3.3

Original: ENGLISH ONLY

AMDAR PROGRAMME STATUS

Status Reports on National and Regional Programmes

AMDAR Programme Status Report for South Africa

(Submitted by South Africa)

SUMMARY AND PURPOSE OF DOCUMENT

Provides a progress and activity report for the South African AMDAR Programme.

ACTION PROPOSED

1. The Panel is invited to note the information contained in the document.

1. **Progress and activity report**

Current Status

1. The size of the South African (SA) AMDAR fleet remains unchanged at 32 aircraft and has contributed over 5000 observations per day to the Global AMDAR Programme since the completion of the software upgrade (to AAA.V3) of the South African Airways Airbus AMDAR fleet in October 2011. The table below shows the current size and configuration of the SA AMDAR fleet.

Airline	Model	Number	Operation (International/Regional/Domestic)	System / Software
South African Airways	A340-600	09	International / Regional / Domestic	AAA V3
	A340-300	06	International / Regional / Domestic	AAA V3
	A319-100	11	Regional / Domestic	AAA V3
	A330-200	06	International / Regional / Domestic	AAA V3
	Total =	**32**		

Development & Other Activities

2. During the month of September 2012 another data transmission problem was identified by an NCEP senior duty meteorologist (SMD). This was escalated to relevant AMDAR data experts. The problem was with the processing server at the SAWS were the standby server processed old messages. The problem has been resolved and would measures have been taken to ensure it will not happen in the future.

3. SAWS and South African Airways (SAA), the sole partner airline in the SA AMDAR Prgramme, held discussions on the prospects of growth and sustainability of the SA AMDAR Programme. SAA had indicated its medium term plans of expanding their flight operations network through the procurement of twenty (20) new airbuses (A320) over the period 2013 to 2017**.**

Future Plans

4. One of the limiting factors for the installation of the AMDAR software onboard other national fleets in the region is the variation in hardware systems being used on aircraft and also the lack of ACARS, (Aircraft Communication and Reporting System), that is required to support AMDAR communications. SAA indicated that airlines like Kenya, Morocco and Namibia are now using ACARS and could therefore have an interest in equipping these aircraft with the required AMDAR systems. If this were to eventuate, it would be a significant step forward in addressing the scarcity and poor distribution of upper air data over the sub-continent.

5. SAWS has invited SAA to assist in its mission to attract Airlines in the region to participate in the Global AMDAR Programme by promoting the benefits of AMDAR to the Airlines and also by utilising SAA's experience and expertise. The envisaged approach is similar to the one SAW suggested during the previous Panel Meeting – that of taking advantage of appropriate platforms such as the Airlines gatherings and through organised consultations with interested parties.

6. The success of this initiative to attract the airlines onboard will ensure the growth and sustainability of the SA AMDAR Programme and will necessitate the implementation of an Optimization System in the region. This will also ease the financial burden for the acquisition of the valuable water-vapour sensors as a cost-shared approach amongst the data users will be encouraged.

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