

WORLD METEOROLOGICAL ORGANIZATION

CBS/OPAG-IOS/ET-ABO-1/5.2.3.5

COMMISSION FOR BASIC SYSTEMS
OPEN PROGRAMME AREA GROUP
ON INTEGRATED OBSERVING SYSTEMS

03.IX.2013

EXPERT TEAM ON AIRCRAFT-BASED OBSERVING SYSTEMS
FIRST SESSION

ITEM: 5.2

Original: ENGLISH

Geneva, Switzerland, 10-13 September, 2013

STATUS & PROGRESS ON ET-ABO WORK PLAN TASKS 2013-14

Global and Regional ABO & AMDAR Program Development

Development of AMDAR Regional Implementation Plan for RA V

(Submitted by Doug Body, Australia)

SUMMARY AND PURPOSE OF DOCUMENT

To propose and recommend key aspects and issues associated with the development of the AMDAR Regional Implementation Plan for Regional Association V.

ACTION PROPOSED

The Session is invited to note and discuss the contents of the document.

References

1. *AMDAR Coverage & Targeting for Future Airline Recruitment in AMDAR data sparse regions*, Graham D Bruce & Darryl E. Jacobs. 24th January 2013.
-

DEVELOPMENT OF AMDAR REGIONAL IMPLEMENTATION PLAN FOR RA [X]

Current Status

1. Australia and New Zealand run AMDAR programs in RA V. A total of 144 AMDAR equipped aircraft provide ~15,500 observations per day.

Airline	Country of Airline	Aircraft Type	No. of Aircraft	Optimised	AMDAR Software	Format on GTS
Qantas	Australia	B747-4nn	11	No	AAA v1	FM42
		B767-336	5	No	AAA v1	FM42
		B737-838	59	Yes	AAA v3	FM42
Jetconnect	New Zealand	B737-838	8	Yes	AAA v3	FM42
Jetstar Airways	Australia	A320	21	No	AAA v3	FM42
Jetstar Asia	Singapore	A320	11	No	AAA v3	FM42
Air Vanuatu	Vanuatu	A737-838	1	Yes	AAA v3	FM42
Sky Traders	Australia	A319	1	No	AAA v3	FM42
Air New Zealand	New Zealand	B737-800	9	No	Proprietary	BUFR & FM42
		A320-200	18			

Figure 1 below shows the AMDAR coverage for 1-3rd August 2013. The situation shows little change from that reported in the recent AMDAR Coverage Recruitment Study [1]. There are still areas of significant population in South East Asia and regions where tropical cyclones/typhoons typically form (shaded region) that have very limited or no AMDAR coverage.

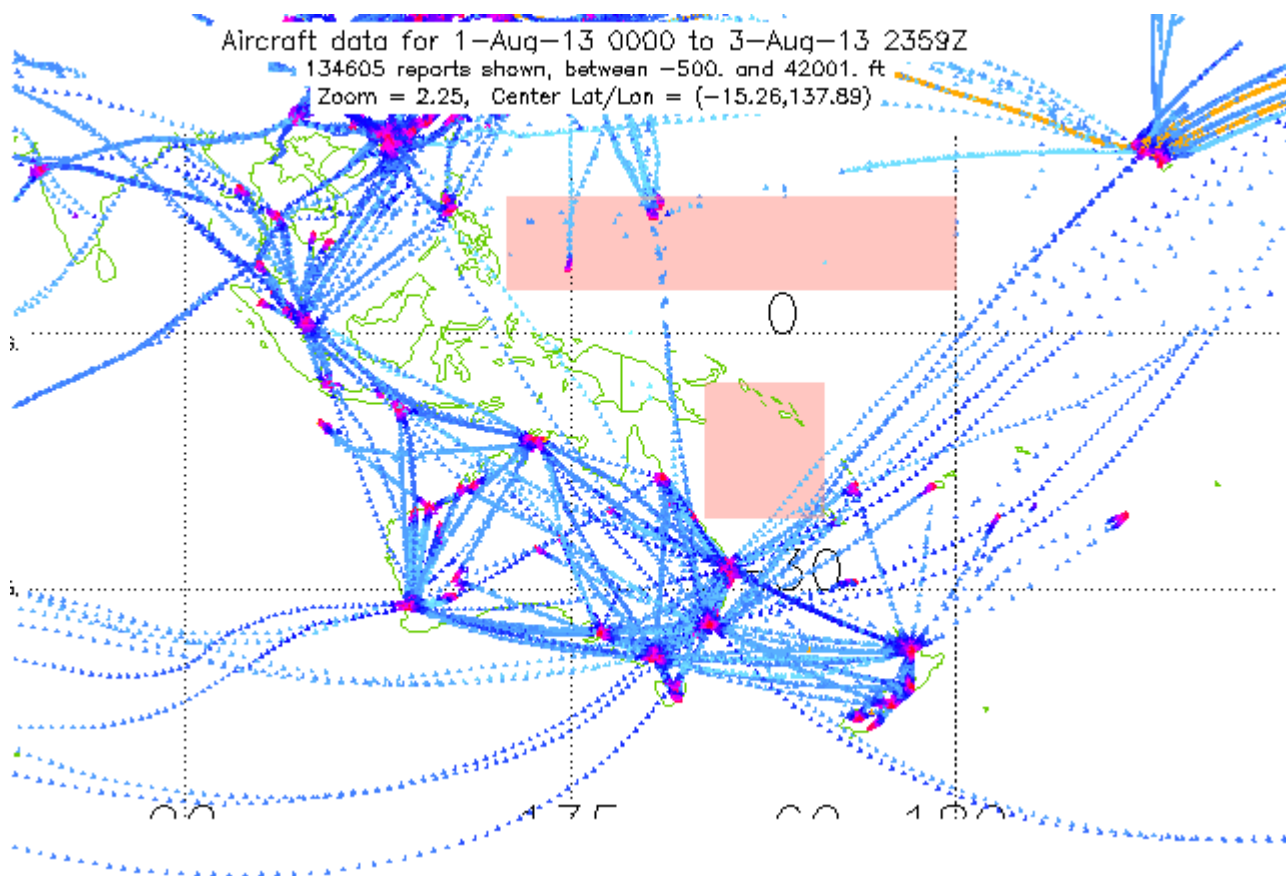


Figure 1: AMDAR data distributed to the GTS for 1-3rd August 2013

2. However, there is little scope in either organisation to increase the AMDAR budget significantly from its present levels. Hence, any increase in AMDAR data collection will need to be offset by MOU/Cost Sharing Agreements between the RA V NMHs.

3. Recently, Meteorological Service Singapore's (MSS) made initial approaches to SIA/Silk Air about implementing AMDAR on their fleet, which were well received. MSS is now seeking assistance from the wider AMDAR community in developing this into an AMDAR program. SIA and Silk Air were given High and Medium "recruitment ratings" in the AMDAR Coverage Recruitment Study [1].