

ASDAR STATUS REPORT

(Submitted by WMO)

Summary and purpose of document

The document contains the latest ASDAR status.

ACTION PROPOSED

CGMS Members are invited to note the ASDAR Status report.

DISCUSSION

ASDAR STATUS AS OF JULY 2001

1. The WMO ASDAR operational programme continues but with substantially less technical support than in previous years. Restructuring within the Met Office has resulted in removal of its engineering support and the level of technical and engineering skill provided by the operational support contractor has also declined. With the transfer of programme management responsibility from OCAP to the AMDAR Panel in October 1999, the proportion of time that the AMDAR Technical Coordinator is able to devote to ASDAR activities has steadily dropped due to pressures of higher priority AMDAR work.
2. KLM decommissioned the first of its 3 high quality operational units in April 2001 leaving only 11 units operating out of the original 23 ASDAR units. The decommissioned unit will be checked and made available in a pooled resource of spares to support the remaining operational aircraft. The attached Table summarises the current programme.
3. In order to ensure that the remaining units continue to operate, a routine maintenance contract with ASTRUM (formerly Matra Marconi Space Limited) was renewed until December 2001 with the possibility of further extension of the contract beyond that date. This contract is intended to continue to provide ongoing routine liaison and maintenance services with participating airlines to support the remaining operational ASDAR units.
4. The Met Office of the United Kingdom continues to provide valuable data quality-monitoring support with the publication of quarterly ASDAR reports. This information provides helpful guidance on the status and value of the ASDAR programme.
5. During the second quarter of 2001, 93.3% of observations were received within 60 minutes and 99.5% within 115 minutes and on average 994 reports per day were received. Concerns regarding data quality from some aircraft, particularly temperature data ,are being addressed.
6. The initial voluntary contributions to the ASDAR fund are anticipated to be exhausted by the end of 2002. This is several years longer than originally anticipated. Therefore, subject to confirmation by the next meeting of the AMDAR Panel, the ASDAR operational programme will continue for at least another year.

STATUS OF ASDAR UNITS AS AT July 2001

Inst. No.	Tail No.	IDCS Ident	IDCS address	Time Slot	GTS Address	First Operat'nl	End Owner	Operator	Airline	Aircraft Type	Remarks
	G-MULL		A020142A	02-03	BA001LLZ	29 Nov. 1990	UK	UK	BA	DC10 - 30	Decommissioned 23 Oct.1998
	G-BEBM		A02071CC	18-19	BA009BMZ	11 Feb. 1992	UK	UK	BA	DC10 - 30	Decommissioned 28 Mar.1999
	G-BHDJ		A02062BA	16-17	BA008DJZ	19 Dec. 1991	Switzerland	UK	BA	DC10 - 30	Decommissioned 28 Mar.1999
24	G-BBPU		A0208148	20-21	BA010PUZ	15 June 1991	UK	UK	BA	B747-136	Decommissioned 4 Sept. 1999
30	G-AWNE		A020075C	00-01	BA000NEZ	12 June 1992	Australia	UK	BA	B747-136	Decommissioned 14 Aug.1999
33	G-BNLF		A02116D0	50-51	BA025LFZ	11 Mar. 1994	UK	UK	BA	B747-436	Decommissioned 21 Apr. 2000
34	G-BNLG		A021234A	52-53	BA026LGZ	10 Mar. 1994	UK	UK	BA	B747-436	Decommissioned 15 May 2000
35	G-BNLJ		A021303C	54-55	BA027LJZ	24 Mar. 1994	UK	UK	BA	B747-436	Decommissioned 29 Apr. 2000
36	G-BNLL		A02146AC	56-57	BA028LLZ	10 Apr. 1994	Switzerland	UK	BA	B747-436	Decommissioned 24 May 2000
37	G-BNLY		A02155DA	58-59	BA029LYZ	7 July 1994	Switzerland	UK	BA	B747-436	Decommissioned 7 June 2000
27	HZ-AIM	ASDAR/SV003	A02021BO	06-07	SV003IMZ	12 Oct. 1995	Saudi Arabia	Saudi Arabia	Saudia	B747-368	Operational - Large temp. bias
45	HZ-AIK	ASDAR/SV023	A02105A6	46-47	SV023IKZ	18 Mar. 1999	OCAP	Saudi Arabia	Saudia	B747-368	Not Operational - under repair
31	D-ABVN	ASDAR/LH005	A02032C6	10-11	LH005VNZ	23 Jun. 1993	Germany	Germany	Lufthansa	B747-430	Operational - good quality obs.
32	PH-BUM	ASDAR/KL012	A020923E	24-25	KL012UMZ	23 Apr. 1992	Netherlands	Netherlands	KLM	B747-206B	Operational - good quality obs.
40	PH-BUP		A0223732	26-27	KL013UPZ	19 Dec. 1994	USA	Netherlands	KLM	B747-206B	Decommissioned 5 April 2001
41	PH-BUR	ASDAR/KL014	A02241A2	28-29	KL014URZ	2 Mar. 1995	OCAP	Netherlands	KLM	B747-206B	Operational - good quality obs.
38	ZS-SAT	ASDAR/SA016	A020D134	32-33	SA016ATZ	23 Oct. 1995	UK	UK	S. African	B747-344	Operational - good quality obs.
39	ZS-SAU	ASDAR/SA015	A020C242	30-31	SA015AUZ	14 Dec. 1995	Netherlands	Netherlands	S. African	B747-344	Not Operational - under repair
42	3B-NAK	ASDAR/MK021	A020E4AE	42-43	MK021AKZ	16 Jul. 1996	Mauritius	UK	Air Mauritius	B767-200ER	Operational - good quality obs.
43	3B-NAL	ASDAR/MK022	A020F7D8	44-45	MK022ALZ	17 Jul. 1996	Mauritius	UK	Air Mauritius	B767-200ER	Operational - good quality obs.
44	LV-MLO	ASDAR/AR006	A0204456	12-13	AR006LOZ	19 Dec. 1997	Spain	Spain	Aerolineas	B747-287B	Not Operational - under repair
46	LV-OEP	ASDAR/AR007	A0205720	14-15	AR007EPZ	27 Mar. 1999	UK	UK	Aerolineas	B747	Operational - Large temp. bias