# Issues relevant to ET-WISC that were discussed by IPET-DRMM (July 2013)

### Background

1. The Inter-Programme Expert Team on Data Representation Maintenance and Monitoring met from 1-5 July 2013. The purpose of this document is to highlight where the decisions of IPET‑DRMM may impact on ET‑WISC.
2. IPET-DRMM considered the migration to Table Driven Code Forms, and reviewed the migration plan. It decided on the condition that would determine that migration had completed, although much work will still need to be done and TAC will continue to flow after this. The criteria are:
   1. No more changes are needed to Tradiational Alphanumeric Codes for the World Weather Watch (ICAO codes will remain until at least 2020).
   2. All centres could operate were only TDCF information to flow on the GTS.
   3. No national centre is required to distribute World Weather Watch information in Tradiational Alphanumeric Codes on the GTS.
3. IPET-DRMM noted that the absence of a standardized API for accessing the TDCF was hindering migration activities. The team stressed that if the Secretariat were able to provide a standard set of APIs (with maintenance, documentation, help desk) directly or indirectly, the migration process would be much simpler; however the team was unable to offer assistance in doing this.
4. IPET-DRMM accepted responsibility for maintaining the methodology for defining GTS Product Identifiers (including the WMO file naming convention) and the Data Designators in Abbreviated Headings. The team also recognized that the primary drivers for evolution are migration and the increasing variety of data types and formats increases in WIS.
5. IPET-DRMM is responsible for the evolution of the aviation codes (METAR, SPECI, TAF …) in response to the requirements expressed by ICAO. IPET-DRMM has to synchronize its changes for aviation codes with ICAO. Because of ICAO has a three year cycle and CBS a two (or four) year cycle, special arrangements have to be made for years when the two bodies do not both meet. This will require a CBS recommendation to EC. It is likely that in future, such changes will need changes to the Manual on GTS. This would appear to be a good opportunity to introduce the same procedures for all ISS Manuals as are in place for the Manual on Codes. The procedures are: fast track (changes that only impact those who want to take advantage of the change), changes between CBS sessions (changes that may have an operational impact for organizations that do not want to exploit the change), and changes at CBS sessions (contentious or changes with a cost implication).
6. IPET-DRMM considered ET-WISC paper 12 and recommended to ET-WISC that files containing Traditional Alphanumeric Codes should be handled as standard text files. It also considered that data represented in WMO XML schemas do not need to be treated differently from any other XML file. IPET-DRC did, however, note that it would be useful to add a media type of “crex”
7. IPET-DRMM also considered ET-WISC paper 12, and agreed with the conclusion that four character extensions should be permitted. It also agreed with the use of .html, ,grib and .bufr. It also noted that .exi will be required for compressed XML. Although IPET-DRMM welcomed the introduction of .bufr and .grib, it identified that such information will continue to be exchanged as .bin for many years to come. IPET-DRMM suggested that a further extension of .crex is needed, especially to support migration efforts.
8. JCOMM asked IPET-DRMM to advise on how to represent encrypted ship identifiers in BUFR. The paper also proposed using the AES-256 symmetric encryption algorithm to encrypt the identifiers, that WMO should manage the distribution of these keys to organizations encrypting or decrypting the ship identifiers and that WMO should make encryption and decryption software available. Although IPET-DRMM was able to advise on how the encrypted ship identifier could be represented in BUFR, it felt unable to advise on other aspects of the proposal. The proposal is in [IPET-DRMM/Doc 3.1(2)](http://www.wmo.int/pages/prog/www/ISS/Meetings/IPET-DRMM_Tokyo2013/Documents/IPETDRMM-I_Doc3-1_2_Ship-Encode.doc).

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