



*International Civil Aviation Organization*

**SIXTH MEETING OF THE ASIA/PACIFIC METEOROLOGICAL SERVICES WORKING GROUP (MET/S WG/6)**

Bangkok, Thailand, 9 – 11 March 2016

**Agenda Item C2: SIGMET and (volcanic ash and tropical cyclone) advisory information (including SIGMET tests)**

**COOPERATION ON SIGMET TESTS BETWEEN JAPAN, LAO PDR AND MYANMAR**

(Presented by Japan, Lao PDR and Myanmar)

**SUMMARY**

This paper presents the mutual cooperation between Japan, Lao PDR and Myanmar on aviation weather services which led to positive results on the SIGMET test participation of the Lao PDR and Myanmar.

**1. INTRODUCTION**

1.1 Since late 2014, the Japan Meteorological Agency (JMA) had been providing technical assistance to the Department of Meteorology and Hydrology of Lao PDR (LDMH) and the Department of Meteorology and Hydrology of Myanmar (MDMH) to support their efforts for the improvement of the issuance of SIGMET, including provision of direct coordination during time of the 2015 SIGMET test, as mentioned in the final report of the MET SG/19.

1.2 According to the result of the SIGMET test in 2014 (MET/H TF/5 WPC2, C3, C4), some errors were identified in the test SIGMETs issued by the Lao PDR. And Myanmar did not participate in the SIGMET tests at the time.

1.3 The coordination was soon started between JMA and both LDMH and MDMH respectively. JMA and the two organizations reconfirmed the aim and the importance of annual SIGMET test and reviewed the results of 2014 SIGMET test to identify the matters to be addressed within the two organizations. Based on the analysis, JMA provided technical assistances for both States with a clear focus on the targeted issues. It seems that the mutual coordination and technical assistance actually brought about the improvement of test messages from Lao PDR and successful participation of Myanmar in the SIGMET test 2015.

**2. Cooperation with Japan, Lao PDR and Myanmar**

**Lao PDR**

2.1 JMA expert in aviation weather forecasting visited LDMH and technical meeting was held in October 2015. During the meeting, JMA provided technical training on SIGMET issuance and satellite analysis using Himawari-8 imageries. In addition, LDMH and JMA analyzed the errors

which occurred at the 2014 SIGMET test and discussed how to improve their participation in SIGMET test.



Figure 1. Technical meeting between JMA and LDMH (October 2015)

2.2 Based on the outcomes of the discussion above, LDMH resolved their errors which were detected at the 2014 SIGMET test as follows;

- Priority indicator: modified from DD to FF;
- Location indicator in WMO header: missing in 2014 but accurately described in 2015;
- Data type designator: wrong designator was detected in WV SIGMET test in 2014, but correct designators were used for all tests (WC, WV and WS) in 2015; and
- The errors in the DTG and main body were corrected.

2.3 According to the result of monitoring from RODB Tokyo, some errors were detected at WC SIGMET test on 4 November 2015. Following the test, LDMH and JMA discussed again on the errors at WC SIGMET test by e-mail. As a result, Lao PDR could send test SIGMETs without error at the WV and WS SIGMET tests.

## **Myanmar**

2.4 JMA and MDMH discussed issues on SIGMET test and found out that there were some misunderstandings about procedures of the SIGMET test. Therefore, JMA promised to provide MDMH of the detailed information of the SIGMET test, including the purpose and participation process after the provision of State letter from the ICAO APAC office.

2.5 Prior to the SIGMET test in November 2015, JMA prepared the guidance material for the SIGMET test based on Asia/Pacific Regional SIGMET Guide, and sent it to MDMH. This guidance material helped MDMH successfully participate in the 2015 SIGMET test. Furthermore, there was no error identified in the messages for the SIGMET tests sent by MDMH.

**3. SUMMARY**

3.1 The mutual cooperation between JMA and both LDMH and MDMH as above brought the positive results for SIGMET test participation of the two organizations. Of course, strong effort of the two organizations was definitely essential. These cases clearly indicate that mutual cooperation and technical assistance maturely taking into account individual situation and specific issues within the State concerned will be one of the most effective way for the improvement of aeronautical meteorological services.

**4. ACTION REQUIRED BY THE MEETING**

4.1 The meeting is invited to note the information contained in this papers.

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