



International Civil Aviation Organization

**Seventh Meeting of CNS/MET Sub-Group of APANPIRG and
Tenth Meeting of CNS/ATM IC Sub-Group of APANPIRG**

Bangkok, Thailand, 15 – 21 July 2003

**Agenda Item 12: MET support for operations at aerodromes
terminal areas**

**THE PROVISION OF METEOROLOGICAL SERVICES WITHIN
THE AUCKLAND OCEANIC FIR**

(Presented by New Zealand)

SUMMARY

This paper explores the current situation and New Zealand's perspective on the provision of meteorological services within the changed Auckland Oceanic FIR.

1. Introduction

1.1 The Auckland Oceanic FIR was extended westward on 8 August 2002 on the request of certain Pacific States working with New Zealand and ICAO (refer ICAO AP-ATM0682, 20 December 2001). Through this change the Pacific Island States of Tonga, and Samoa took greater control of their upper airspace.

1.2 Most of the air traffic management issues have now been resolved with Airways Corporation of New Zealand managing the upper airspace on behalf of the Pacific Island States concerned. The last remaining issue of significance is that of the provision of requisite meteorological services for the extended FIR.

1.3 The New Zealand CAA, as the Meteorological Authority, has responsibility for ensuring the provision of Meteorological Watch Office services for the Auckland Oceanic FIR. It also has indirect responsibility to facilitate the provision of terminal reporting and forecast information.

2. Current Document Situation

2.1 Apart from the New Zealand international aerodromes, and under the amended ICAO ASIA/PAC ANP and FASID documents (refer ICAO AP-ATM0682, 20 December 2001), Wellington (NZWN), appears to have responsibility for the provision of aerodrome forecasts (TAFs) and amendments for;

- i. Faleolo NSFA (Apia, Samoa),
- ii. Fua'amotu NTF (Tonga),
- iii. Vava'u NTFV (Tonga), and
- iv. Pago Pago NSTU (American Samoa).

2.2 Some international aerodromes listed in FASID Table Met 1A that now fall within the new Auckland Oceanic FIR continue to have Nadi (NFFN) listed as the supplier of terminal forecast information and amendments. These include:

- i. Alofi NIUE (Niue), and
- ii. Avarua NCRG (Cook Islands).

2.3 Table Met 1B of the ASIA/PAC FASID continues to list Wellington MWO as responsible for the Auckland Oceanic FIR (NZZO) and therefore responsible for the provision of the SIGMET service.

3. Current Operational Situation

3.1 Fiji Meteorological Service has agreed with the New Zealand CAA to continue with the provision of the Pacific Island State TAFs within the Auckland Oceanic FIR for the time being. These include:

- i. Faleolo NSFA (Apia, Samoa),
- ii. Fua'amotu NTF (Tonga),
- iii. Vava'u NTFV (Tonga),
- iv. Alofi NIUE (Niue), and
- v. Avarua NCRG (Cook Islands).

3.2 It is understood that the United States National Weather Service ensures the provision of the Pago Pago (NSTU) TAF and amendments from Honolulu.

3.3 MetService in New Zealand has been charged by the New Zealand CAA to provide the SIGMET services for the whole of the Auckland Oceanic FIR.

3.4 This meteorological service supply arrangement within the Auckland Oceanic FIR has not, as far as we can ascertain, been formally agreed between the States concerned, however, the current regime appears to be working reasonably well.

3.5 There is a possibility that should charging by the suppliers of the Pacific State TAFs eventuate, the States concerned would wish to review the current arrangements. This gives rise to questions about who could, and who should, supply the requisite information.

4. Discussion

4.1 While New Zealand has responsibility for the Auckland Oceanic FIR, and while the Pacific States concerned have not formally organized the provision of meteorological services to international air navigation otherwise, the New Zealand CAA considers that it has a responsibility to ensure there is adequate management and facilitation of meteorological services supplied for the Auckland Oceanic FIR.

4.2 New Zealand understands that it is the responsibility of contracting States to provide the prescribed Annex 3 services to international air navigation. However, when a State does not have the technical capability to do so, they are obliged to arrange the provision by another State. There are no specific ICAO guidelines to handle such a situation to our knowledge, but it seems to have been normal practice in the past for States concerned to make suitable arrangements for the provision of specific Annex 3 services (such as TAF issue) with the State designated to provide the MWO service for the State concerned (that is for the State seeking the assistance).

4.3 New Zealand recognises that it is still the prerogative of the Pacific Island States concerned to have a direct relationship with the supplier of the meteorological service in part or in whole. The views of the States concerned will be canvassed on these questions over the medium term.

4.4 It is noted that the international aerodrome at Faleolo, Samoa, is listed in Table Met 1A of the FASID as NSAP. This should perhaps be changed to NSFA.

5. Action by the Meeting

5.1 The meeting is invited to

- (a) Note the content, and
- (b) Exchange views on the various matters discussed in this paper.

Chart 1. Auckland Oceanic FIR showing the Cook, Samoa and Tonga Sectors.

