

International Civil Aviation Organization

ICAO

WORKING PAPER

**ASIA AND PACIFIC (APAC)
Thirteenth Meeting of the Meteorological Services
Working Group (MET/S WG/13)**

Bangkok, Thailand, 29 to 31 March 2023

Agenda Item 2: Review of follow-up from previous meetings**FOLLOW-UP ACTION FROM APANPIRG/33**

(Presented by the Secretariat)

SUMMARY

This paper presents the status of follow-up action on outcomes from the Thirty-third Meeting of the Asia and Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33), which are of direct relevance to the work plan of the Meteorology Sub-Group (MET SG) and Meteorological Services Working Group (MET/S WG), and invites the meeting to consider further actions for the MET/S WG, as necessary, to support the follow-up action on the APANPIRG/33 outcomes.

1. INTRODUCTION

1.1 Outcomes from the Thirty-third Meeting of the Asia and Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33), held in Bali, Indonesia, from 22 to 24 November 2022, included, in total, thirteen (13) Conclusions, which deal with matters that require the attention of States or actions by ICAO, and one (1) Decision, which deals with matters of concern only to the APANPIRG and its contributory bodies.

1.2 The meeting will review the status of follow-up action on the APANPIRG/33 outcomes which are of direct relevance to the work plan of the Meteorology Sub-Group (MET SG) and Meteorological Services Working Group (MET/S WG), and consider further actions for the MET/S WG, as necessary, to support the follow-up action on the outcomes from APANPIRG/33.

2. DISCUSSIONAPANPIRG/33 – Conclusions

2.1 The APANPIRG/33 outcomes of direct relevance to the work plan of the MET SG and MET/S WG, include three (3) Conclusions which are reproduced in **Appendix A** to this paper and listed below:

- Conclusion 33/12 – *WAFS, SADIS and WIFS upgrades*;
- Conclusion 33/13 – *0.25-degree WAFS hazard data*; and

- Conclusion 33/14 – *Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form.*

(Notes: i) APANPIRG/33 adopted Conclusions 33/12 and 33/13 based on the Draft Conclusions formulated by MET SG/26, i.e., Draft Conclusions MET SG/26/03 and MET SG/26/04; and ii) In its adoption of Conclusion 33/14, APANPIRG/33 agreed to remove the air navigation deficiency AP-MET-23, concerning the lack of SIGMET issued for the Honiara FIR, from the Open List)

2.2 Under the terms of reference, APANPIRG adopts Conclusions on matters that require the attention of States and ICAO or APANPIRG and its contributory bodies. The status of follow-up action on the above Conclusions adopted by APANPIRG/33 is indicated in **Appendix A** to this paper.

Additional outcome from APANPIRG/33 – Progress of Secretariat actions

2.3 APANPIRG/33 noted that, following the discussion at APANPIRG/32 concerning the Secretariat resourcing to APANPIRG, ICAO is advertising a secondment opportunity for an Aviation Meteorology Officer to supplement the Secretariat support for the APANPIRG MET-related work. Nominations from States will be welcomed.

3. ACTION BY THE MEETING

3.1 This paper invites the meeting to:

- a) Review the status of follow-up action related to the APANPIRG/33 Conclusions (as indicated at the **Appendix A** to this paper); and
- b) Consider further actions for the MET/S WG, as necessary, to support the follow-up action from APANPIRG/33.

APPENDIX A

APANPIRG/33 Conclusions (extracted from the Final Report of APANPIRG/33 based on direct relevance to the work plan of the MET SG and MET/S WG)

Conclusion APANPIRG/33/12 – WAFS, SADIS and WIFS upgrades (Draft Conclusion MET SG/26/03)	
<p>What: That, users of WAFS, SADIS and WIFS are invited to:</p> <p>a) familiarise themselves with the proposed WAFS data and technical changes planned for November 2023 and 2024;</p> <p>b) discuss the upcoming changes with their technical departments and make plans for how their organisation could adapt to these technological changes;</p> <p>c) get involved in trying out the new test/beta application programming interfaces (APIs) once they become available in late 2022 or 2023.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-Regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: WAFS, SADIS and WIFS users will have to adapt their systems to benefit from the planned WAFS upgrades, which correspond with proposed Amendments 81 to ICAO Annex 3.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: by November 2023 and 2024</p>	<p>Status: Adopted by APANPIRG</p>
<p>Who: <input type="checkbox"/> Sub Groups <input type="checkbox"/> RASG-APAC <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ</p> <p><input type="checkbox"/> Other:</p>	

- **Status of follow-up action** related to Conclusion APANPIRG/33/12:
 - ICAO State letter in progress

Conclusion APANPIRG/33/13 – 0.25-degree WAFS hazard data (Draft Conclusion MET SG/26/04)	
<p>What: That, users of WAFS, SADIS and WIFS are urged to, if not already done so, integrate the 0.25-degree WAFS hazard data (for cumulonimbus, icing and turbulence) into their systems and software before November 2023.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-Regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The WAFCs have introduced 0.25-degree WAFS hazard data and will discontinue providing users with the 1.25-degree hazard data sets in November 2023. The previous Conclusion APANPIRG/31/17: 0.25-degree WAFS hazard data, and associated ICAO State letter Ref.: T 4/8.2 – AP129/21 (MET), dated 15 July 2021, also requested SADIS user States to make the necessary systems changes to integrate the new 0.25-degree WAFS hazard data into their SADIS user systems and software.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: by November 2023</p>	<p>Status: Aadopted by APANPIRG</p>
<p>Who: <input type="checkbox"/> Sub Groups <input type="checkbox"/> RASG-APAC <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ</p> <p><input type="checkbox"/> Other:</p>	

- **Status of follow-up action** related to Decision APANPIRG/33/13:
 - ICAO State letter in progress

Conclusion APANPIRG/33/14 – Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form	
<p>That,</p> <p>1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in Appendices A to D to Report on Agenda Item 4.</p> <p>2) States/Administrations be urged to:</p> <p>a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to Report on Agenda Item 4; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Inter -Regional</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The resolution of air navigation deficiencies in the ATM and Airspace Safety, AOP, CNS and MET fields (in the APANPIRG database) have lacked satisfactory progress over several years, due in part to inadequate information in the Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: official reports providing full details of the corrective actions taken where deficiencies have been resolved be reported to APANPIRG’s Sub-groups in 2023.</p>	<p>Status: Adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/>Sub groups <input checked="" type="checkbox"/>APAC States <input checked="" type="checkbox"/>ICAO APAC RO <input type="checkbox"/>ICAO HQ <input type="checkbox"/>Other</p>	

- **Status of follow-up action** related to Conclusion APANPIRG/33/14:
 - The APANPIRG Air Navigation Deficiencies Database is updated at: <https://portal.icao.int/DEF/Pages/default.aspx>
