



ICAO

*International Civil Aviation Organization***INFORMATION PAPER****Asia and Pacific (APAC)****Thirteenth Meeting of the Meteorological Requirements Working Group (MET/R WG/13)**

Bangkok, Thailand, 22 to 26 April 2024

Agenda Item 3: Collaboration between MET and ATM stakeholders**COLLABORATION BETWEEN KIRIBATI MET SERVICE AND AIR TRAFFIC SERVICES**

(Presented by Kiribati)

SUMMARY

This paper describes the collaboration between the Kiribati Meteorological Service and the Kiribati Air Traffic Services, including the challenges and activities faced by Kiribati.

1. INTRODUCTION

1.1 Kiribati Meteorological Service (KMS) contributes to the safety, regularity, and efficiency of civil air navigation and ensures that all Meteorological Reports (METAR) & messages sent to Kiribati Air Traffic Services (ATS) on a timely basis and properly formatted as per ICAO/WMO standard and regulation, and ATS to send the Reports via Aeronautical Fix Service (AFS).

1.2 All Aerodrome Meteorological Reports (issued on hourly basis for aircrafts) within 10 minutes at 95%. Special Aerodrome Meteorological Reports (SPECI) are issued by KMS for specific aerodromes on significant phenomena that might be endangering to aircrafts.

2. DISCUSSIONService level agreement between KMS and ATS

2.1 The service level agreement (SLA) as per recommendations in ICAO Annex 3 and as mentioned in Kiribati Civil Aviation Rule Part 174 which then lead to Quality Management System was the core foundation for KMS to demonstrate commitment for compliance in providing meteorological information to support safeguarding aviation industry and strengthening ongoing partnership with ATS

2.2 The SLA also specifies the responsibility of both KMS and ATS within the Airport Kiribati Authority in relation to the obtaining/transmission of Meteorological information from Meteorological Office and stations and of air-reports and other obtained from aircraft in flight or resulting from observations made by ATS personnel at aerodromes.

2.3 Both parties have different responsibilities to avoid duplication and miscommunication to carry out functions in dissemination of meteorological information to airlines/pilot as well as equipment arrangements automatic weather observation system (AWOS) and manual/Manned stations.

Compliance with ICAO

2.4 The Part 174 and QMS/SMS is the key requirement that underpins a strong working relationship between KMS and ATS.

2.5 Support for both training and implementing cost recovery remains a requirement for Kiribati.

2.6 The existing MET deficiencies held by Kiribati are being addressed and progress will be reported at the MET SG/28 meeting. The SLA supports the collaboration of KMS and ATS in this work.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.
