

International Civil Aviation Organization



ICAO

WORKING PAPER (WP/04)

ASIA AND PACIFIC (APAC) FIFTEENTH MEETING
OF THE METEOROLOGICAL REQUIREMENTS
WORKING GROUP (MET/R WG/15)

Bangkok, Thailand, 7 to 10 April 2026

Agenda Item 2: Review outcomes of related meetings

FOLLOW-UP ACTION FROM APANPIRG/36

(Presented by the Secretariat)

SUMMARY

This paper reviews APANPIRG/36 outcomes relevant to the MET SG, MET/R WG, and MET/IE WG, including seven Conclusions requiring follow-up on MET planning, IWXXM implementation, turbulence report sharing, QVA readiness, and updates to air navigation deficiencies. It also outlines APANPIRG's decision not to establish a new group for long-standing deficiencies, instead tasking Sub-Group Chairs and the Secretariat with developing coordinated, practical solutions, particularly for PSIDS. The meeting is invited to examine the follow-up status and propose any further actions needed to support continued progress on these APANPIRG/36 outcomes.

1. INTRODUCTION

1.1 The Thirty-sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36), held in Bangkok from 24 to 26 November 2025, adopted fourteen Conclusions and five Decisions (ref: [Report of APANPIRG/36](#))¹.

1.2 Seven of these Conclusions are directly relevant to the work programmes of the MET SG, MET/R WG and MET/IE WG. Five of them were developed from Draft Conclusions prepared by the MET SG and its contributory bodies.

1.3 This meeting will review the follow-up status of these outcomes and identify any additional actions needed for future consideration by the MET SG and APANPIRG.

2. DISCUSSION

APANPIRG/36 – Conclusions

2.1 APANPIRG/36 adopted fourteen Conclusions requiring follow-up by States or ICAO in

¹ <https://www.icao.int/APAC/meetingdocs?fid=7023>

line with the Group’s Terms of Reference. Seven are directly relevant to the MET SG and its working groups, including five originating from MET SG Draft Conclusions:

- **Conclusion 36/2** – Action plan for updating of APAC ANP Volume III
- **Conclusion 36/14** – Publishing MET Seminar Presentation Recordings
- **Conclusion 36/15** – Management of obsolete planning and implementation guidance documents on the ICAO APAC Office website
- **Conclusion 36/16** – IWXXM update notification process
- **Conclusion 36/17** – Sharing of Turbulence Reports with Meteorological Service Providers
- **Conclusion 36/18** – Enabling the use of QVA by airlines
- **Conclusion 36/19** – Update of information in APANPIRG Air Navigation Deficiencies Reporting Form

2.2 The follow-up status of these Conclusions is provided in the *APANPIRG/36 Conclusions/Decisions – Action Plan* in **Appendix A**.

APANPIRG Air Navigation Deficiencies

2.3 One Draft Conclusion developed by the MET SG—**Draft Conclusion MET SG/29/08, “Establishment of a Group to Address Long-Standing Air Navigation Deficiencies”**—was not adopted by APANPIRG/36.

2.4 Instead of establishing a new group, APANPIRG/36 agreed that Sub-Group Chairs and the Secretariat would work together to propose practical, sustainable approaches for resolving long-standing air navigation deficiencies across the region. The intent is to accelerate progress on deficiencies—many of which have remained unresolved for over a decade—by promoting coordinated, multidisciplinary efforts that address the interlinked nature of air navigation services. This work will also support States and Administrations, particularly Pacific Small Island Developing States (PSIDS), in overcoming systemic and resource-related challenges. The Secretariat will report progress to APANPIRG/37.

2.5 Additional material related to Conclusion 36/19 is provided in:

- the *APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field* in **Appendix B**; and
- the *List of Focal Points for Air Navigation Deficiencies* in **Appendix C**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Review the APANPIRG/36 outcomes presented in this paper; and
- b) Identify additional actions, as necessary, to support follow-up on these outcomes.

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX A

APPENDIX A: APANPIRG/36 CONCLUSIONS/DECISIONS – ACTION PLAN (extracted from ATTACHMENT 5 to the APANPIRG/36 Report)

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
C 36/2 A & B	Action plan for updating of APAC ANP Volume III	That, aligned with the 8th Edition of GANP – subject to its availability by early 2026 for reference, given its significant updates to the ASBU framework – the following action plan is adopted for the revision of the APAC ANP Volume III: a) ICAO Secretariat to incorporate editorial amendments to Part 0 and Part I, with an expected completion date in Q1 2026; b) ICAO Secretariat, in consultation with APANPIRG Sub Groups and other contributory bodies, review and agree with the ASBU elements expected priority for implementation within the APAC Region, with an expected completion date in Q2 2026; c) APANPIRG Sub Groups review and endorse the ASBU elements expected priority for implementation within the APAC Region, with an expected completion date in Q3 2026; and d) Adoption of updated draft APAC ANP Volume III by APANPIRG/37, in Q4 2026.	ICAO RO APANPIRG Sub-Groups	State Letter Action in accordance with the Conclusion.	February 2026
C 36/14 A & B	Publishing MET Seminar Presentation Recordings	That ICAO be requested to make available the MET Seminar presentation recordings.	ICAO RO	State Letter	February 2026
C 36/15 A & B	Management of obsolete planning and implementation guidance documents on the ICAO APAC Office website	That, ICAO take appropriate action to manage (clearly identified as obsolete or remove) the archive of obsolete and historic planning and implementation guidance documents on its website, including those related to MET and other AN fields.	ICAO RO	State Letter	February 2026
C 36/16 A & B	IWXXM update notification process	That, ICAO in coordination with WMO take appropriate action to initiate an IWXXM update notification process for all relevant stakeholders, including IWXXM consumers and system vendors.	ICAO RO	State Letter	February 2026

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX A

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
C 36/17 A & B	Sharing of Turbulence Reports with Meteorological Service Providers	That States be urged to: a) In accordance with Annex 3, share special air-reports, with meteorological service providers, including turbulence reports, to support enhanced forecasting and situational awareness; and b) Provide information on the number of special air-reports received each calendar year.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2026
C 36/18 A & B	Enabling the use of QVA by airlines	That, State Aviation Authorities are urged to consider and plan for the use of quantitative volcanic ash concentration information (QVA).	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2026
C 36/19	Update of information in APANPIRG Air Navigation Deficiencies Reporting Form	That, 1) ICAO to update the APANPIRG Air Navigation Deficiency Database to reflect the information as presented in Appendices A - D to the Report on Agenda Item 4. 2) States/Administrations be urged to: a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report the progress to the ICAO APAC Office 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 the Report on Agenda Item 4; and b) update contact details of a Focal Point (Appendix E to the Report on Agenda Item 4) to coordinate actions to resolve the Deficiencies.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2026

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX B

APPENDIX B: APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field (extracted from APANPIRG/36, Appendix D to the Report on Agenda Item 4)

REPORTING FORM ON (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
MWO and SIGMET service (Annex 3: Chapter 3, 3.4 and Chapter 7)	Democratic Peoples' Republic of Korea (DPRK) (AP-MET-16)	Requirements for MWO and SIGMET service not established for Pyongyang FIR	2008	Reported by ICAO Regional Office mission	Establish MWO to provide required service, including SIGMET information for Phnom Penh FIR. See notes below for more information.	GACA, Democratic Peoples' Republic of Korea	TBC	A
Meteorological observations and reports. (Annex 3: Chapter 4)	Kiribati (AP-MET-02)	METAR from Kiribati not available on regular basis.	1998	Reported by airlines	Equipment to be installed and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. See notes below for more information.	State designated MET authority	TBC	A
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Kiribati (AP-MET-18)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. See notes below for more information.	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Nauru (AP-MET-19)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. See notes below for more information.	State designated MET authority	TBC	U
Meteorological observations and reports. (Annex 3: Chapter 4)	Nauru (AP-MET-21)	METAR/SPECI service not provided	2008	Reported by TCB CAEMSA-SP Technical Expert	Equipment to be installed and arrangements to be made for regular observations and reports, including: training of personnel; maintenance of equipment; calibration and verification of meteorological observations; and proper/secure transmission of data. See notes below for more information.	State designated MET authority	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	Nauru (AP-MET-24)	Lack of SIGMET issued for the Nauru FIR.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. See notes below for more information.	State designated MET authority	TBC	U

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX B

REPORTING FORM ON (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION								
Identification		Deficiencies			Corrective action			
Requirements	States/ Facilities (Index No.)	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Provision of SIGMET information (Annex 3: Chapter 7)	Nepal (AP-MET-14)	Requirements for issuance and dissemination of SIGMET information for Kathmandu FIR have not been fully implemented	2000		Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. See notes below for more information.	State designated MET authority	TBC	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3, 3.6, 4.8)	Papua New Guinea (AP-MET-04)	Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs.	1995	Observed by States concerned. Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Establish arrangements for State volcano observatories to send the required volcano observation information as quickly as practicable to the associated ACC/FIC, MWO and VAAC. See notes below for more information.	Rabaul Volcano Observatory, NWS and ASL of Papua New Guinea	TBC	A
Provision of SIGMET for volcanic ash (Annex 3: Chapter 7)	Papua New Guinea (AP-MET-08)	Requirements for issuance and proper dissemination of SIGMET for volcanic ash have not been fully implemented	Dec 2003	Reported by airlines, noted by Volcanic Ash Advisory Centres and confirmed by ICAO mission	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of volcanic ash. See notes below for more information.	NWS of Papua New Guinea	TBC	U
Provision of SIGMET information (Annex 3, Chapter 7)	Papua New Guinea (AP-MET-22)	Lack of SIGMET issued for the Port Moresby FIR.	Sep 2011	IATA deemed this situation unsafe and unacceptable to airline operations.	Implement procedures for SIGMET information to be issued by the designated meteorological watch office/s concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations. See notes below for more information.	State designated MET authority	TBC	U
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCs (Annex 3: Chapter 9)	Solomon Islands (AP-MET-20)	WAFC forecasts not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	Implement procedures and systems for the required meteorological information to be supplied to operators and flight crew members, including forecasts generated from the digital forecasts provided by the WAFCs. See notes below for more information.	State designated MET authority	TBC	U
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3: 3.6, 4.8)	Tonga (AP-MET-17)	Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs	2008	Reported by TCB CAEMSA-SP technical expert	Establish arrangements for State volcano observatories to send the required volcano observation information as quickly as practicable to the associated ACC/FIC, MWO and VAAC. See notes below for more information.	MOI and MEIDECC	TBC	U

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX B

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
AP-MET-01	Solomon Islands	December 2020	Removed from the open List; APANPIRG/31 Conclusion 31/19, refers.	Closed
AP-MET-02	Kiribati	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati is now delivering observations regularly but is continuing work on upgrading its observing facility before providing resolution information. 	Open
		September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-03	Indonesia	September 2017	Removed from the open List, APANPIRG/28 Conclusion 28/29 refers.	Closed
AP-MET-04	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru's behalf). 	Open
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Papua New Guinea: <ul style="list-style-type: none"> Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and Submit an official report to ICAO providing complete details of the action taken. 	
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-05	–	–	This Index No. is not used.	Closed
AP-MET-06	Indonesia	September 2017	Removed from the open List, APANPIRG/28 Conclusion 28/29 refers.	Closed
AP-MET-07	Philippines	November 2019	Removed from the open List, Conclusion APANPIRG/30/19, refers.	Closed
AP-MET-08	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru's behalf). 	Open
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-09	Cambodia	September 2018	Removed from the open List, APANPIRG/29 Decision 29/23 refers	Closed

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX B

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
AP-MET-10	–	–	This Index No. is not used.	Closed
AP-MET-11	Cambodia	September 2018	Removed from the open List, APANPIRG/29 Decision 29/24 refers	Closed
AP-MET-12	Lao PDR	September 2018	Removed from the open List, APANPIRG/29 Decision 29/24 refers	Closed
AP-MET-13	–	–	This Index No. is not used.	Closed
AP-MET-14	Nepal	December 2023	APANPIRG/34 considered the deficiency could be removed from the Open List subject to receiving confirmation of the regular dissemination of the Kathmandu FIR SIGMET information in IWXXM form (in addition to TAC form)	Open
		September 2023	MET SG/27 noted that: <ul style="list-style-type: none"> Nepal made significant progress towards rectification of the deficiency, including confirmation of the regular issuance of SIGMET information in 2022, successful participation in the annual APAC regional SIGMET tests, coordination of SIGMET with neighbouring MWOs, and validation from users of receipt of the SIGMET information. Nepal was not disseminating SIGMET information in the IWXXM form in addition to the dissemination of SIGMET information in the TAC form, as required by Annex 3. Nepal was in the process of procuring a solution to provide SIGMET in IWXXM form. APANPIRG may review the status of the deficiency and remove it from the Open List, subject to Nepal confirming in writing to ICAO, and validated by RODB Bangkok, that the regular dissemination of SIGMET information in IWXXM form in addition to TAC form. 	
		September 2017	APANPIRG/28 noted that Nepal should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-15	–	–	This Index No. is not used.	Closed
AP-MET-16	Democratic People's Republic of Korea	September 2017	APANPIRG/28 noted that DPRK should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	Open
AP-MET-17	Tonga	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Tonga is developing an MOU between organisations involved in providing and sharing volcanic activity information, which includes the procedures to be followed. 	Open
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Tonga: <ul style="list-style-type: none"> Conduct additional corrective actions, including seeking confirmation from the recipient operational units and providing evidence of the relevant established procedures; and Submit an official report to ICAO providing complete details of the action taken. 	
		September 2017	APANPIRG/28 noted that: <ul style="list-style-type: none"> Removal of the Deficiency from the open List is subject to the concurrence of the ATS units, MWOs and VAACs concerned that the Deficiency is resolved. 	

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX B

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
		June 2018	MET SG/22 noted that: <ul style="list-style-type: none"> VAAC Wellington was coordinating with Tonga on the validation of corrective action taken to resolve the Deficiency. 	
		29 May 2017	MOI, Civil Aviation Division, advised that: <ul style="list-style-type: none"> Relevant operating procedures implemented in the units concerned and case studies of real volcanic events presented as evidence of the State volcano observatory's issuance of the required volcano observation information. 	
		10 May 2013	Ministry of Infrastructure (MOI), Civil Aviation Division, advised that: <ul style="list-style-type: none"> MOU established between the national authority providing volcano monitoring (Ministry of Lands, Environment, Climate Change and Natural Resources – MLECCNR) and the national authority providing meteorological service for international air navigation (MOI) for the reporting of volcanic activity to the associated ACCs, MWOs and VAACs in accordance with the relevant ICAO SARPs. 	
AP-MET-18	Kiribati	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision. 	Open
		September 2017	APANPIRG/28 noted that Kiribati should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-19	Nauru	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision. 	Open
		September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-20	Solomon Islands	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> Kiribati, Nauru and Solomon Islands are working with their local users to determine whether there is any requirement for local WAFS information provision. 	Open
		September 2017	APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
		June 2019	MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the Deficiency.	
AP-MET-21	Nauru	September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> Verify the status of implementation of CAP; and Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	Open

MET/R WG/15 – WP/04

Agenda Item 2

APPENDIX B

NOTES ON THE (OPEN AND CLOSED) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN AND CLOSED DEFICIENCIES	Status
AP-MET-22	Papua New Guinea	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> • VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru’s behalf). 	Open
		September 2017	APANPIRG/28 noted that Papua New Guinea should: <ul style="list-style-type: none"> • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-23	Solomon Islands	November 2022	Removed from the open List; refer to: <ul style="list-style-type: none"> • Conclusion APANPIRG/33/14 – <i>Update of information in APANPIRG Air Navigation Deficiencies Reporting Form</i>; • APANPIRG/33 WP/14 – <i>STATUS OF AIR NAVIGATION DEFICIENCIES IN THE ASIA/PAC REGION</i>; • APANPIRG/33 WP/13 – <i>METEOROLOGY SUB-GROUP (MET SG/26) REPORT</i>; and • APANPIRG/33 IP/08 – <i>RECTIFICATION OF APANPIRG AN DEFICIENCY AP-MET-23</i> 	Closed
		October 2021	MET SG/25 requested the Solomon Islands, with assistance from its partner States, to conduct additional corrective action to enable the MET SG to confirm that Solomon Islands had fully resolved the Deficiency; maintain a log of all SIGMETs issued over at least one month to capture the operational WC-, WS- and WV-SIGMETs, plus any test WV-SIGMETs; pass the details [of the log] to the ad hoc group [on AN Deficiencies] to compare against SIGMETs received by RODB Brisbane [MET SG/25, Action No. 25/10]. Subject to Solomon Islands demonstrating resolution of the issues concerning content, format and timeliness of SIGMET information (as discussed in MET SG/25, WP/12) and sustainable provision of ICAO-compliant SIGMET service, MET SG would support the removal of Deficiency AP-MET-23 from the APANPIRG open list. Therefore, to facilitate the removal of the Deficiency from the open List, MET SG/25 requested the Secretariat coordinate with the Solomon Islands to report the resolution of the Deficiency to APANPIRG [MET SG/25, Action No. 25/11].	
		June 2019 September 2017	MET SG/23 requested the Secretary in conjunction with support from other States to provide Solomon Islands with assistance in preparing the full report on rectification of the Deficiency. APANPIRG/28 noted that Solomon Islands should: <ul style="list-style-type: none"> • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	
AP-MET-24	Nauru	September 2023	MET SG/27 was informed that: <ul style="list-style-type: none"> • VAACs Darwin and Wellington are planning a series of exercises in the next six months with the Papua New Guinea (PNG) State Volcano Observatory and MWO to address the PNG volcanic activity information and SIGMET deficiencies, along with the Nauru SIGMET deficiency (due to PNG providing SIGMETs on Nauru’s behalf). 	Open
		September 2017	APANPIRG/28 noted that Nauru should: <ul style="list-style-type: none"> • Verify the status of implementation of CAP; and • Work together with ICAO to develop and properly record the remaining steps of the CAP to resolve the Deficiency. 	

Acronyms/Abbreviations/Definitions (used in this document)

ACC	— Area control centre
ASL	— Air Services Ltd.
ATS	— Air traffic services
CAEMSA-SP	— Cooperative Agreement for the Enhancement of Meteorological Services to Aviation - South Pacific
CAP	— Corrective action plan
FIC	— Flight information centre
FIR	— Flight information region
GACA	— General Administration of Civil Aviation
IATA	— International Air Transport Association
MEIDECC	— Ministry of Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communication
MET	— Meteorological
METAR	— Aerodrome routine meteorological report (<i>in meteorological code</i>)
MWO	— Meteorological watch office
NWS	— National Weather Service
SIGMET	— Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SPECI	— Aerodrome special meteorological report (<i>in meteorological code</i>)
TBC	— To be confirmed
TCB	— Technical Cooperation Bureau (of ICAO)
VAAC	— Volcanic ash advisory centre
WAFC	— World area forecast centre

APPENDIX C: LIST OF FOCAL POINT FOR AIR NAVIGATION DEFICIENCIES (extracted from APANPIRG/36, Appendix E to the Report on Agenda Item 4)

STATE/ADMINISTRATION	FOCAL CONTACT PERSON
Afghanistan	<p>Name: Mr. Mohammad Hamid Amiry Designation: Aerodrome Certification Inspector Address: Ministry of Transport & Aviation (MoTA) Tel: +0786888011 Email: mhamidamiry@gmail.com;</p>
Australia	<p>Name: Mr. Brad Parker Designation: Section Manager CNS/ATM Address: Civil Aviation Safety Authority Tel: +61 2 6217 1694 Email: Brad.parker@casa.gov.au;</p>
Bangladesh	<p>Name: Ms. Sabera Rahman Designation: Deputy Director (ATM) Address: Civil Aviation Authority of Bangladesh Air Traffic Management Division Tel: – Fax: – Email: sabera_atm@caab.gov.bd;</p>
Bhutan	<p>Name: Mr. Kencho Tshering Designation: AIS Officer Address: Bhutan Civil Aviation Authority Tel: +975 08271347 Email: ktshering@bcaa.gov.bt;</p>
<i>Alternate</i>	<p>Name: Mr. Karma Yonten Designation: Offtg. Chief, ANSD Address: Department of Air Transport Tel: +975 08272760 Email: kyonten@doat.gov.bt;</p>
Brunei Darussalam	<p>Name: Mr. Mohamad Fauzi bin Mohamad Sidek Designation: Acting Deputy Director of Civil Aviation (Regulator) Address: Department of Civil Aviation, Brunei Darussalam Tel: +673 2330142 Mob: +673 8168909 Email: fauzi.sidek@dca.gov.bn; ddca.regulatory@dca.gov.bn;</p>
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MET/R WG/15 – WP/04
Agenda Item 2
 APPENDIX C

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Agenda Item 2

APPENDIX C

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MET/R WG/15 – WP/04
Agenda Item 2
 APPENDIX C

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