International Civil Aviation Organization

WORKING PAPER (WP/12)

ICAO Asia and Pacific (APAC)
Fifteenth Meeting of the Meteorological Requirements Working Group (MET/R WG/15)

Bangkok, Thailand, 07 April to 10 April 2026

Agenda Item 4: SIGMET coordination

PAPUA NEW GUINEA – UPDATE ON SIGMET DEFICIENCIES AND REQUEST FOR CLOSURE OF APMET22, APMET08 AND APMET24

(Presented by Civil Aviation Safety Authority of Papua New Guinea)

SUMMARY

Papua New Guinea (PNG) informs the Meteorology Requirement Working Group 15 (MET/R WG/15) that corrective actions addressing three APNAPIRG Air Navigation deficiencies in MET field related to SIGMET services: APMET22, APMET08 and APMET24 have been fully implemented.

PNG formally requests the support of MET/R WG15 to endorse the closure of APMET22, APMET08 and APMET24, based on the substantial and verifiable evidence of the operationalisation of the SIGMET services by the PNG National Weather Service and confirmed international dissemination.

1. INTRODUCTION

1.1 This paper provides an update on Papua New Guinea's actions to resolve the APANPIRG Air Navigation deficiencies in the meteorology field for the proper issuance of SIGMETs for Papua New Guinea and Nauru Flight Information Regions and seeks the Working Group's support to progress deficiency closure. Following a programme of corrective measures undertaken by the PNG National Weather Service (NWS) under Civil Aviation Safety Authority of Papua New Guinea oversight, SIGMET operations have been restored and aligned with ICAO Annex 3 provisions and the APAC Regional SIGMET Guide. The paper focuses on APANPIRG Air Navigation deficiencies APMET22, APMET08, and APMET24, and provides a status update on APMET04.

2. DISCUSSION

2.1 Background on APANPIRG Air Navigation SIGMET Deficiencies

2.1.1 APMET22: Lack of SIGMET issued for Port Moresby Flight Information Region.

2.1.2 APMET08: Requirements for issuance and proper dissemination of SIGMET for volcanic ash have not been fully implemented.

2.1.3 APMET04: Information on volcanic activity not provided regularly to ATS units, MWOs and VAACs.

2.1.4 APMET24: Lack of SIGMET issued for Nauru Flight Information Region.

2.2 **Corrective Actions**

2.2.1 NWS has developed and implemented a comprehensive SIGMET Procedure[1] covering Volcanic Ash, thunderstorms, turbulence and tropical cyclones.

2.2.2 National and international dissemination validated through receipt of live SIGMETs by ATC of Papua New Guinea, RODB Singapore, RODB Tokyo, and VAAC Darwin.

2.2.3 Activation of SIGMET issuance for both Port Moresby (AYPM) and Nauru (ANAU) FIRs, as evidenced by receipt and displayed on the SkyVector[2] website.

2.2.4 Validated volcanic ash information workflow with Port Moresby MWO issuing VA SIGMETs following the Darwin VAAC advisory and confirmation of receipt, and further dissemination by publication of the VA SIGMET on the Bureau of Meteorology[3] and SkyVector websites.

2.2.5 Alignment demonstrated with ICAO Annex 3 (Amendment 82, 2025) and the APAC Regional SIGMET Guide.

2.3 **Evidence and ongoing assurance**

2.3.1 PNG holds operational records of issued SIGMETs and international acknowledgments. These materials are available as appendices/evidence to support deficiency closure and continuing monitoring.

2.4 **Remaining task for APMET04**

2.4.1 The remaining action to fully address APMET04 is the establishment of a Memorandum of Agreement (MOA) between the relevant Regional Volcanic Observatory (RVO), Meteorological Watch Office (MWO), Air Traffic Control (ATC) and Darwin VAAC to formalise coordination for volcanic activity and information exchange. The MOA should be finalised by 30th September 2026.

3. CONCLUSION

3.1 Papua New Guinea has successfully restored compliant SIGMET services for both the Port Moresby and Nauru FIRs through the implementation of the PNG NWS SIGMET Procedure and the

[1] STANDARD OPERATING PROCEDURE – SIGMET, Document No: NWS-P02, Department of Transport - National Weather Service, issued under the authority of the PNG National Weather Service.
[2] https://skyvector.com/
[3] https://www.bom.gov.au/aviation/volcanic-ash/au-va-sigmet.shtml

operational issuance of TS and VA SIGMETs.

3.2 These improvements are supported by verified international dissemination and reception, demonstrated through confirmations from RODB Singapore and RODB Tokyo, as well as a fully validated volcanic ash SIGMET workflow coordinated with VAAC Darwin.

3.3 Three Air Navigation deficiencies, namely APMET22, APMET08 and APMET24, are now fully addressed and ready for closure, while APMET04 has been substantially resolved, with only the finalisation of an inter-agency MOA outstanding.

3.4 Papua New Guinea remains committed to completing this remaining action and continuing to strengthen the quality, consistency, and international coordination of its aviation meteorological services.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

a) note the information contained in this paper.

b) endorse the closure of APMET22, APMET08 and APMET24 for Papua New Guinea and Nauru based on demonstrated compliance.

c) note that APMET04 has been substantially addressed, with the establishment of an inter-agency MOA as the final outstanding action; and

d) provide any necessary guidance as appropriate.

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