

International Civil Aviation Organization



ICAO

WORKING PAPER (WP/06)

**ICAO ASIA AND PACIFIC (APAC)
THIRTIETH MEETING OF THE METEOROLOGY
SUB-GROUP (MET SG/30)**

Bangkok, Thailand, 20 - 24 July 2026

Agenda Item 3: Air navigation deficiencies

REVIEW OF APANPIRG AIR NAVIGATION DEFICIENCIES IN THE MET FIELD

(Presented by the Secretariat)

SUMMARY

This paper reviews the twelve open APANPIRG air navigation deficiencies in the Meteorology (MET) field affecting seven APAC States. The deficiencies relate to aerodrome meteorological observations and reports, SIGMET services, volcanic ash and volcanic activity information, and WAFS forecasts and flight briefing services. The paper also notes potential deficiencies identified through IWXXM implementation monitoring that have been referred to the ICAO APAC Regional Office for assessment under the APANPIRG deficiency management process. Updated historical information on AP-MET-16 is also included. The meeting is invited to review deficiency status, corrective action plans, and progress towards resolution.

1. INTRODUCTION

1.1 The Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) defines an air navigation deficiency as a situation where a facility, service, or procedure does not meet the requirements of the approved Air Navigation Plan (ANP) or does not comply with applicable ICAO Standards and Recommended Practices (SARPs). Such deficiencies may adversely affect the safety, regularity, or efficiency of international air navigation.

1.2 This paper addresses air navigation deficiencies in the field of meteorology (MET) recorded in the APANPIRG Air Navigation Deficiency Database. It focuses on deficiencies affecting MET facilities and services in several Asia/Pacific (APAC) States and invites the meeting to review their status and provide updates on corrective actions.

1.3 APANPIRG/36 reviewed twelve open air navigation deficiencies concerning MET facilities and services. The Meeting noted that all twelve MET-related air navigation deficiencies remained open and that potential new deficiencies identified by MET SG/29 had been forwarded to the ICAO APAC Regional Office for further consideration.

1.4 The meeting is invited to review the current deficiencies, update corrective action plans (CAPs) where necessary, and encourage timely reporting of progress to support their resolution.

2. DISCUSSION

2.1 APANPIRG/36 reviewed the status of air navigation deficiencies in the APAC Region and noted that twelve (12) open deficiencies remain in the MET field, affecting MET facilities and services in seven (7) States.

2.2 A copy of the APANPIRG Air Navigation Deficiency Reporting Form for MET, including detailed notes and corrective actions, is provided in **Appendix A**. The current MET deficiencies are summarized in Table 1.

Table 1. Open APANPIRG air navigation deficiencies in the MET field.

MET facilities and services	Asia/Pacific States	Def. ID	Status
Aerodrome meteorological observations or reports	Kiribati	AP-MET-02	open
	Nauru	AP-MET-21	open
Meteorological Watch Office (MWO) or SIGMET information	Democratic People's Republic of Korea	AP-MET-16	open
	Nauru	AP-MET-24	open
	Nepal	AP-MET-14	open
	Papua New Guinea	AP-MET-08	open
	Papua New Guinea	AP-MET-22	open
Volcanic ash/activity information	Papua New Guinea	AP-MET-04	open
	Tonga	AP-MET-17	open
WAFS forecasts or flight briefings	Kiribati	AP-MET-18	open
	Nauru	AP-MET-19	open
	Solomon Islands	AP-MET-20	open

2.3 APANPIRG/36 noted that the Pacific MET Council is supported by the Pacific Islands Aviation Weather Services (PIAWS) Panel, which advises on challenges in meeting ICAO requirements and assists States in developing solutions. The Meeting also noted ongoing support to Pacific Small Island Developing States (PSIDS), including assistance in determining requirements for WAFS forecasts and flight briefing services. The ICAO APAC Regional Office and MET SG Chairperson are members of the Panel.

2.4 APANPIRG/36 noted that all twelve MET-related air navigation deficiencies remain open. While no new MET deficiencies were added to the Database, several potential deficiencies identified by MET SG/29 were referred to the ICAO APAC Regional Office for assessment in accordance with established procedures. These included findings from MET SG monitoring activities that may indicate potential new deficiencies.

2.5 MET SG/29 reviewed the 2024 SIGMET Test and OPMET monitoring and identified cases where SIGMETs and advisories were not available in IWXXM format. As these findings indicated potential deficiencies in the implementation of IWXXM-related ICAO SARPs, the Sub-group adopted Conclusions MET SG/29/06 and MET SG/29/07 recommending that the ICAO APAC Regional Office assess the information in accordance with the APANPIRG deficiency management process.

2.6 In addition to the assessment of potential new deficiencies, progress has also been reported towards the resolution of existing deficiencies in Papua New Guinea and the Nauru FIR. Since APANPIRG/36, Papua New Guinea has reported actions to address deficiencies AP-MET-08 and AP-MET-22, as well as AP-MET-24 concerning the provision of SIGMET information for the Nauru FIR, and requested their removal from the APANPIRG Air Navigation Deficiency Database (open list). While progress has been reported, validation by the ICAO APAC Regional Office remains pending in accordance with the APANPIRG deficiency management process.

2.7 MET/R WG/15 noted the information and recalled that deficiency closure is subject to validation by the ICAO APAC Regional Office in accordance with the APANPIRG deficiency

management process. At the time of preparation of this paper, these deficiencies remained recorded as open in the Database.

2.8 MET/IE WG/24 subsequently reviewed regional IWXXM implementation and noted continuing gaps in the availability and dissemination of IWXXM-formatted meteorological information, including SIGMETs and advisories. The Working Group also highlighted continuing challenges affecting MET information exchange and IWXXM implementation in several Pacific States.

2.9 These findings remain subject to assessment under the APANPIRG deficiency management process. In accordance with that process, the ICAO APAC Regional Office assesses reported issues against the APAC Air Navigation Plan and applicable ICAO SARPs before determining whether a deficiency exists and should be recorded in the Database. At the time of preparation of this paper, no new MET deficiencies related to IWXXM implementation had been included in the Database.

2.10 MET SG/30 is also considering additional monitoring results presented in WP/07, covering the 2025 Annual SIGMET Test and the 2025 APAC Performance Indices for METAR and TAF. Any potential deficiencies identified through these activities would be subject to assessment and validation by the ICAO APAC Regional Office in accordance with the APANPIRG deficiency management process before inclusion in the Air Navigation Deficiency Database.

2.11 Pending the outcome of any assessment of potential deficiencies, the twelve deficiencies listed in Table 1 remain the current MET deficiencies recorded in the Database.

2.12 APANPIRG continues to monitor implementation of the APAC ANP through its sub-groups and supports States in identifying, reporting, and resolving deficiencies using the APANPIRG deficiency management process. Corrective Action Plans (CAPs) remain the primary mechanism for resolving identified deficiencies.

2.13 APANPIRG/36 endorsed the current list of air navigation deficiencies and adopted Conclusion APANPIRG/36/19, requesting ICAO to update the Database and urging States and Administrations to establish action plans with target dates, report progress, and maintain current focal point information.

2.14 States and Administrations are encouraged to review and update their CAPs, including target completion dates, and report progress to the ICAO APAC Regional Office in the Reporting Form of Air Navigation Deficiencies.

2.15 States and Administrations are also encouraged to keep the contact details of their designated deficiency focal points up to date, as listed in [Appendix E to the APANPIRG/36 Report on Agenda Item 4](#), to facilitate coordination and follow-up. Reports confirming the resolution of deficiencies should be submitted in writing to the ICAO APAC Regional Office for validation in accordance with the APANPIRG deficiency management process and may subsequently be reviewed through the relevant APANPIRG Sub-group and APANPIRG meetings, as appropriate.

2.16 APANPIRG/36 urged States and Administrations to expeditiously resolve identified deficiencies through the allocation of adequate resources. The Chairperson also encouraged States and Administrations to assist one another and share expertise to support the resolution of outstanding deficiencies.

2.17 As discussed in the Secretariat paper on APANPIRG/36 outcomes, APANPIRG/36 did not adopt the MET SG proposal to establish a dedicated group to address long-standing air navigation deficiencies. Instead, APANPIRG agreed that Sub-group Chairs and the Secretariat would work together to develop practical approaches to accelerate the resolution of persistent deficiencies and report

progress to APANPIRG/37. This approach remains applicable to the long-standing MET deficiencies described in this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review the status of the open APANPIRG air navigation deficiencies in the MET field contained in **Appendix A**, including reported progress towards their resolution and updates to corrective action plans;
- c) note the potential deficiencies identified through monitoring activities presented in WP/07 and their relationship to the existing deficiencies described in this paper;
- d) review the contact details of designated deficiency focal points contained in [Appendix E to the APANPIRG/36 Report on Agenda Item 4](#) and provide updates, as appropriate; and
- e) discuss any other relevant matters related to the resolution of MET-related air navigation deficiencies.

APPENDIX A

APANPIRG Reporting Form on Air Navigation Deficiencies in the MET Field (adapted from APANPIRG/36)

(Adapted from Appendix D to the APANPIRG/36 Report on Agenda Item 4. Additional historical information has been included for AP-MET-16 based on relevant APANPIRG reports and working papers, as indicated in **highlighted** text. This information restores historical records that were inadvertently overwritten during previous updates to the reporting form.)

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 and provide required regular MET service for Pyongyang FIR, including the regular issuance and distribution of SIGMET information to RODBs in the Region for access by users. Verification of SIGMET reception will allow for removal of the deficiency. 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

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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)	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
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

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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 *
Meteorological information for operators and flight crew members, including forecasts provided by the WAFCS (Annex 3: Chapter 9)	Solomon Islands (AP-MET-20)	WAFCS 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

Notes on the (Open) Air Navigation Deficiencies in the MET Field in the Asia/Pac Region
(extracted from Appendix D to the APANPIRG/36 Report on Agenda Item 4)

NOTES ON THE (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION					
Index No.	State	Update Date	NOTES ON OPEN DEFICIENCIES	Status	
AP-MET-02	Kiribati	September 2023	MET SG/27 was informed that: 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: - 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-04	Papua New Guinea	September 2023	MET SG/27 was informed that: 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: - 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: - 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-08	Papua New Guinea	September 2023	MET SG/27 was informed that: 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	

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NOTES ON THE (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN DEFICIENCIES	Status
		September 2017	APANPIRG/28 noted that Papua New Guinea should: - 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-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: - 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: - 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-16	Democratic People's Republic of Korea	September 2018	APANPIRG/29 noted: - APANPIRG/28 noted that DPRK should: - 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
		September 2017	APANPIRG/28 noted that DPRK should: - 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.	
		September 2016	APANPIRG/27 noted: Details and status of implementation of CAP to be verified by DPRK.	
		September 2014	APANPIRG/25 noted: - DPRK to submit official report to ICAO APAC Regional Office providing details of corrective action taken. - Validation would necessarily require SIGMET monitoring to confirm receipt at required offices. - Test SIGMETs were not received from DPRK in 2013; assistance to be coordinated by ROBEX WG to resolve the communication issues.	
		June 2013	APANPIRG/24 noted: - DPRK informed ICAO APAC Regional Office that SIGMETs were issued in May 2013; ICAO APAC Regional Office to coordinate confirmation of receipt of SIGMETs at required offices. - DPRK to submit in writing an official report to the ICAO APAC Regional Office providing full details of the action taken to rectify the deficiency; and the ICAO APAC Regional Office to validate that the action taken in the report satisfactorily rectifies the deficiency.	
		September 2011	APANPIRG/22 noted: - DPRK is subsequently producing SIGMET on a regular basis and is routing SIGMET to RODB Tokyo. - It is required for Sunan MWO to participate in the APAC SIGMET test in November 2011. - This deficiency can be removed if SIGMET is continued to be issued regularly for another six months.	
		September 2010	APANPIRG/21 noted: DPRK participated in SIGMET tests in Nov 2009 – however, RODBs are not receiving real-time SIGMET.	
AP-MET-17	Tonga	September 2023	MET SG/27 was informed that:	Open

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NOTES ON THE (OPEN) AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON OPEN DEFICIENCIES	Status
			Tonga is developing an MOU between organisations involved in providing and sharing volcanic activity information, which includes the procedures to be followed.	
		November 2022	APANPIRG/33 noted MET SG/26 recommended that Tonga: - 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: 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.	
		June 2018	MET SG/22 noted that: 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: 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: 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: 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: - 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: 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: - 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: 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: - 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: - 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-22		September 2023	MET SG/27 was informed that:	Open

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NOTES ON THE <u>(OPEN)</u> AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON <u>OPEN</u> DEFICIENCIES	Status
	Papua New Guinea		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).	
		September 2017	APANPIRG/28 noted that Papua New Guinea should: - 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: 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: - 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.	

Notes on the (Closed) Air Navigation Deficiencies in the MET Field in the Asia/Pac Region
(extracted from Appendix D to the APANPIRG/36 Report on Agenda Item 4)

NOTES ON THE <u>(CLOSED)</u> AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON <u>CLOSED</u> DEFICIENCIES	Status
AP-MET-01	Solomon Islands	December 2020	Removed from the open List; APANPIRG/31 Conclusion 31/19, refers.	Closed
AP-MET-03	Indonesia	September 2017	Removed from the open List, APANPIRG/28 Conclusion 28/29 refers.	Closed
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-09	Cambodia	September 2018	Removed from the open List, APANPIRG/29 Decision 29/23 refers	Closed
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-15	–	–	This Index No. is not used.	Closed

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NOTES ON THE <u>(CLOSED)</u> AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION				
Index No.	State	Update Date	NOTES ON <u>CLOSED</u> DEFICIENCIES	Status
AP-MET-23	Solomon Islands	November 2022	Removed from the open List; refer to: - 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	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.	
		September 2017	APANPIRG/28 noted that Solomon Islands should: - 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>)

Acronyms/Abbreviations/Definitions (used in this document)

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

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