



International Civil Aviation Organization

Eight Meeting of the Communications/Navigation/Surveillance and Meteorology Sub-Group (CNS/MET SG/8) of APANPIRG

Bangkok, Thailand, 12-16 July 2004

Agenda Item 14: Review of deficiencies in the CNS and MET fields:

2) review and update the List of Deficiencies in CNS and MET fields

LIST OF NOTED DEFICIENCIES IN THE CNS AND MET FIELDS

(Presented by the Secretariat)

SUMMARY

This paper presents a list of noted deficiencies in the CNS and MET fields for review by the Meeting.

1. INTRODUCTION

1.1 The list of deficiencies in the CNS and MET fields are provided in the Attachment 1 and 2 respectively for review by the Meeting.

2. DISCUSSION

2.1 The ICAO Council, at the 164th Session on 30 November 2001, approved the single definition of shortcomings and deficiencies as follows:

“A *deficiency* is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation”.

2.2 A State letter was sent to States by ICAO Secretary General to Ministers responsible for civil aviation (State letter M 6/1-02/79, dated 27 September 2002), attaching the list of deficiencies in the State concerned as identified by the APANPIRG, and requesting the Ministers to resolve the deficiencies through a plan of action and the allocation of the necessary financial and human resources.

2.3 The ICAO Council expressed serious concern in March 2004 that many deficiencies have persisted for a number of years posing a potential threat to the safety of civil aviation. The Secretary General is going to issue a State Letter to inform the civil aviation authorities the concern expressed by the council and to urge them to develop action plan to correct the deficiencies.

2.4 The list of deficiencies in the CNS and MET fields was reviewed and updated by APANPIRG/14 Meeting held in Bangkok from 4 to 8 August 2003. The list needs to be further updated to indicate progress made towards overcoming the implementation problems.

2.5 Deficiencies in the CNS field have been addressed as follows:

- As a result of actions taken by Bangladesh, India and the ICAO Regional Office and based on action plan developed by the COM Coordination Meeting held in 2003, the long standing deficiency of Dhaka/Kolkata AFTN circuit has been eliminated by implementing the AFTN circuit using 64 Kpbs link effective 2 January 2004;
- As a hotline IDD services used for the Dhaka/Kolkata ATS direct speech circuit is meeting operational requirements; and
- A high level mission was conducted to Myanmar. Urgent need to overcome the air-ground communication deficiency was brought to the attention of the higher authority in the government. An action plan was developed for implementation by the end of 2004. Action has been taken by the government to implement the action plan.

2.6 Deficiencies in the MET field have been addressed as follows:

- A MET Special Implementation Project (SIP) was carried out in 2003 to assist States in eliminating deficiencies related to the provision of SIGMET for volcanic ash. Five States were visited under the SIP and assistance was provided in developing action plans to eliminate the deficiencies;
- A new version of the ASIA/PAC Regional SIGMET Guide was published by the ICAO Regional Office as part of the measure to resolve deficiencies related to SIGMET;
- Special consultations were carried out with India regarding the deficiency related to the issuance of TC advisories by TCAC New Delhi; as a result this deficiency was successfully resolved;
- A State letter was issued with MET deficiencies contained in the APANPIRG/14 meeting report in order to receive up-to-date information on the actions taken by States. The response to this letter has been poor, nevertheless it provided some input for updating the list.

2.6.1 In addition, the list of MET deficiencies has been rearranged to indicate the deficiencies by States. It is considered that this form of the list makes it clearer and would be more convenient for monitoring the actions taken by the States on the listed deficiencies.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the deficiencies listed in the Attachment;
- b) update the list based on actions taken by States concerned to overcome the problems;
- c) identify additional deficiencies, if any; and
- d) recommend actions for early implementation of required facilities or services.

AIR NAVIGATION DEFICIENCIES IN THE CNS FIELD IN THE ASIA/PAC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
VHF coverage to be provided in the Southern Part of Dhaka FIR and withdrawal of HF	Bangladesh	No requirement for HF except for smaller portion of FIR. HF used for ground-to-ground COM due to lack of ER VHF and reliable ATS DSCs.	1992	Relevant sector of ATS routes has been delegated to adjacent ACC.	An action item was developed by a COM coordination meeting held in June 03 to expedite implementation of RCAGs included in a Project. An interim arrangement has been made for implementation of one RCAG site in the southern part of Dhaka FIR.	Civil Aviation Authority of Bangladesh	Target date is set by end of 2003.	A
Reliable AFS communications between Kolkata and Dhaka FIRs.	Bangladesh and India	HF RTT AFTN circuit had been operating far below the required reliability of 97%. ATS DSC not implemented. IDD service used for ATS coordination not meeting operational requirement. Agartala/Dhaka and Dhaka/Guwahati. ATS DSCs not implemented.	ATS DSC 1993 AFTN 1995	HF RTT circuit was required to be to be upgraded to LTT. Corrective action required to improve performance of the IDD services initially. A dedicated circuit should be established between Kolkata and Dhaka. IDD service to be provided for Agartala/Dhaka and Dhaka/Guwahati ATS DSC.	HF RTT circuit was withdrawn. Alternate routing was established via Bangkok/Mumbai/Kolkata for AFTN traffic between Dhaka and Kolkata. In accordance with action agreed at a COM coordination meeting held in June 03 implementation of 64 Kbps data circuit implemented support AFTN and a hotline IDD implemented for ATS DSC. Agartala/Dhaka, Dhaka/Guwahati and Dhaka/Kolkata ATS DSCs implemented on IDD hotlines.	CAA Bangladesh and Airports Authority of India	November 2003 for upgrading AFTN circuit; and December 2003 for establishment of DSC between Dhaka/Kolkata The 64 Kbps link was used to re-established Dhaka/Kolkata AFTN circuit effective 2 January 2004. A hotline IDD is used for ATS direct speech circuit. The deficiencies have been corrected.	A Official notification of Implementation received and verified through performance report.

Attachment 1 to CNS/MET SG/8-WP/8

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action**
Adequate and reliable VHF COM	Myanmar	Quality and reliability of RCAG VHF inadequate and unavailability of required coverage	1998	Improvements in the quality of link to RCAG stations and power supply system are required.	Action should be taken to provide reliable links between the RCAG stations and Yangon ACC. Power supply to the RCAG sites needs improvement. High-level ICAO mission was conducted. An action plan was developed to upgrade equipment at RCAG sites, provide VSAT link at all RCAG sites and to shift ACC to a new location and improve of power supply system.	DCA Myanmar	Revised target date is end of 2003-2004	A

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PACIFIC REGION

Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
Meteorological observations and reports. (Annex 3, Chapter 4)	Solomon I.	Weather information is inadequate and not provided on a regular basis	1996	Reported by airlines operating to Solomon I.	Equipment to be upgraded and arrangements to be made for regular observations	Ministry of Transport, Works and Aviation, Solomon I. OPMET/E TF to carry out survey	TBD	A
Meteorological observations and reports. (Annex 3, Chapter 4)	Kiribati	METAR from Kiribati not available on regular basis.	1998	Reported by airlines	State's MET authority to consider urgent action to be taken for providing regular observations and reports	Directorate of Civil Aviation, Kiribati. <i>Note: OPMET/M TF to carry out survey</i>	TBD	A
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3 p. 4.14 (recom.))	Indonesia	Information on volcanic activity not provided regularly to ATS units and MWOs.	1995 ICAO SIP mission Dec 2003	a) Observed by States concerned. b) Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Three-party LOA to be signed between the MGA, DGCA and DVGHM	DGCA, MGA Indonesia <i>Note: ICAO Regional Office to monitor</i>	2004	A
	Philippines		1995 ICAO SIP mission May 2003		Three-party LAO to be signed between and PHIVOLCS	PAGASA, ATO Philippines <i>Note: ICAO Regional Office to monitor</i>		

Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
	Papua New Guinea		1995 ICAO SIP mission Dec 2003		Procedures to be set up for exchange of data between NWS, ATS and Rabaul Observatory and a LOA to be signed	NWS, ATS Papua New Guinea <i>Note: ICAO Regional Office to monitor</i>		
Provision of SIGMET information including SIGMETs for volcanic ash (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Indonesia Philippines Papua New Guinea	Requirements for issuance and proper dissemination of SIGMET, including SIGMET for volcanic ash, have not been fully implemented	2000	a) Reported by airlines b) Noted by Volcanic Ash Advisory Centres	a) ICAO to carry out a Special Implementation Project (SIP) with the primary objective to improve implementation of SIGMET procedures, especially for VA. b) State to take urgent actions to implement the SIGMET procedures. <i>Note: ICAO SIP carried out in 2003</i>	a) State's Met authorities b) ICAO to implement the SIP. c) ICAO Regional Office to co-ordinate and monitor.	2003 by means of a SIP	U
a) Service for operators and flight crew members. (Annex 3, Chapter 9). b) WAFS products for flight documentation. (ASIA/PAC FASID Table MET 1A).	Cambodia Myanmar	Briefing and flight documentation not provided as required. WAFS products not available	1999	Airlines do not receive the required flight documentation including WAFS forecasts.	States consider urgent action to be taken for installation of SADIS VSAT for receiving WAFS products and OPMET information. Action plan proposed by ICAO MET mission 2003	State's MET authorities	TBD	A

Identification		Deficiencies			Corrective action			
Requirements	States/ facilities	Description	Date first reported	Remarks	Description	Executing body	Target date for completion	Priority for action *
a) TAF for VDPP (ASIA/PAC FASID Table MET 1A) b) MWO for Phnom Penh FIR and SIGMET (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Cambodia	TAF is not issued for VDPP Requirements for meteorological watch office (MWO) to be established at Phnom-Penh international airport have not been met.	1992 ICAO MET mission 2003	Lack of trained forecasters for regular TAF service. Serious problems for all airlines flying to VDPP MWO not established due to lack of trained personnel and technical facilities. No SIGMET service for Phnom Penh FIR – serious safety issue.	Action plan proposed by ICAO MET mission 2003 Training of forecasters for issuing TAF urgently required Establishment of MWO currently not feasible. Urgent need for bi-lateral agreement for SIGMET service by a neighboring State.	SSCA, Cambodia	TBD	U
Provision of SIGMET information (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Bangladesh India Lao PDR Myanmar Nepal	Requirements for issuance and proper dissemination of SIGMET have not been fully implemented.	2000	SIGMET frequently not available Reported by airlines	State's MET authority to take urgent actions to implement the SIGMET procedures. ICAO issued new version of ASIA/PAC Regional SIGMET Guide in September 2003	State's MET authorities <i>Note:</i> <i>ICAO to enquire</i> <i>action plans with</i> <i>fixed target dates</i> <i>from the listed States</i>	TBD	A