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ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 24: Aviation Safety and Air Navigation Priority Initiatives

PROGRESS OF IMPROVING REGIONAL HARMONIZED HAZARDOUS WEATHER INFORMATION FACILITATED BY CHINA

(Presented by China)

EXECUTIVE SUMMARY

This information paper presents the work facilitated by China in improving regional harmonization of hazardous weather information in Asian region, including developing and operating the Asian Regional Hazardous Weather Coordination Platform, issuing hazardous weather guidance products, conducting SIGMET coordination

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	
<i>References:</i>	

¹ English and Chinese versions provided by China.

1. INTRODUCTION

1.1 Amendment 79 to ICAO Annex 3 — *Meteorological Service for International Air Navigation* that has been implemented since November 2020 recommends that neighbouring meteorological watch offices (MWOs) should carry out regional coordination in Significant Meteorological information (SIGMET) (Recommendation 3.4.4).

1.2 China has been making efforts to improve the aeronautical meteorological information in Asian region, especially to help improve the capabilities of harmonized SIGMET issuance. For example, since 2018, Civil Aviation Administration of China (CAAC), in conjunction with China Meteorological Administration (CMA) and Hong Kong Observatory (HKO), has been providing the Asian Regional Hazardous Weather Coordination Platform (<https://www.aamets.com>) in support of organizing coordination routinely with MWOs on hazardous weather conditions. In addition, China has also signed the Letter of Agreement (LoA) or Memorandum of Understanding (MoU) with neighbouring countries to conduct regional SIGMET coordination and technical exchanges.

1.3 In order to improve the service capability of the platform and enhance user experience, China has been continuously collecting user feedback on the usage of the platform in recent years, making targeted improvements and optimizations to its functions and content.

1.4 This paper presents the progress and plans regarding the work to improve the provision of regional harmonized hazardous weather information facilitated by China.

2. DISCUSSION

2.1 China has been issuing hazardous weather guidance products on a daily basis at 00, 03, 06, 09 and 12 UTC with a forecast validity period of 6 hours on the Asian Regional Hazardous Weather Coordination Platform, organizing weather consultation and SIGMET coordination with MWOs and some airlines in the region before issuing SIGMETs, with an aim to facilitate quality and harmonized SIGMET issuance. A snapshot of the platform is shown in Figure 1.

2.2 China has successively signed LoA or MoU with Russia, Kazakhstan, Republic of Korea, Lao People's Democratic Republic, Kyrgyzstan and Mongolia on SIGMET coordination using the above-mentioned SIGMET coordination platform to reach a consensus on SIGMET content, in order to provide the aviation community with consistent information across the borders of adjacent flight information regions (FIRs) and to improve the quality of SIGMETs. Moreover, in order to achieve better coordination goals, regular and ad hoc online operational collaboration meetings were organized with neighbouring countries, aiming to exchange experience and to discuss solutions to the problems in SIGMET coordination operation, as well as to improve the efficiency and effectiveness of the coordination process. Face to face and online technical exchanges, international training, on-the-job training and seminars were also organized to improve the capabilities of forecasting hazardous weather and SIGMET issuance.

2.3 In addition, work to improve and upgrade the function and performance of the Asian Regional SIGMET Coordination Platform has been continuously conducted. Currently, the upgraded platform exempts users from registration before viewing the products, and it no longer limits participation in the consultation and coordination of hazardous weather conditions to forecasters from MWOs, but opens to forecasters from airlines and other organizations. The main functions of the platform include displaying various types of meteorological observation and forecast data, in the form of GIS data layer

overlays, to support the users in conducting hazardous weather coordination interactively with common situational awareness.

2.4 The HKO has also been facilitating SIGMET coordination through the provision of the HKO Regional SIGMET Coordination Platform for MWOs participating in various coordination groups in the Asia/Pacific Region, including GHKPSV SIGMET Coordination Group (MWOs Chengdu, Guangzhou, Haikou, Hanoi, Ho Chi Minh, Hong Kong, Phnom Penh), South and Southeast Asia SIGMET Coordination Group (MWOs Chennai, Colombo, Delhi, Dhaka, Jakarta, Kathmandu, Kolkata, Malé, Mumbai), Oceanic SIGMET Coordination Group (MWOs Honiara, Nadi, Nauru, Port Moresby, Ujung Pandang), Operational SIGMET Coordination (OSC) Group in Southeast Asia (MWOs Jakarta, Kota Kinabalu, Kuala Lumpur, Singapore, Ujung Pandang) and HMSU SIGMET Coordination Group (MWOs Haikou, Hong Kong, Manila, Ujung Pandang). HKO has also organised international online workshops for capacity building on SIGMET coordination and aviation hazardous weather forecasting.

2.5 In the future, the work to improve and upgrade the SIGMET coordination platforms for enhancing their functional capabilities will continue. China will also continue to closely cooperate with MWOs which have already engaged in SIGMET coordination to improve the efficiency and effectiveness of hazardous weather coordination, and to actively communicate with other countries to seek collaboration in conducting regional hazardous weather coordination for harmonized weather information service as soon as possible.

2.6 In view of the ICAO new Hazardous Weather Information Service (HWIS) initiative, China will update the SIGMET coordination platforms to conduct HWIS trials with other interested MWOs in the region for contributing to the development of HWIS.

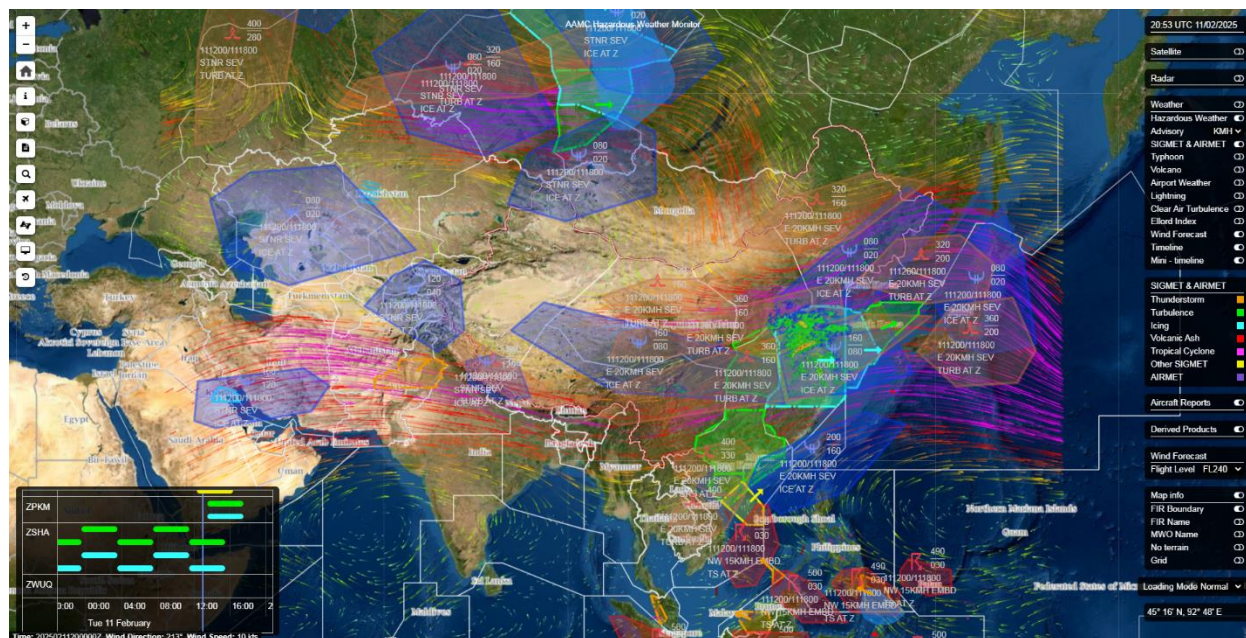
3. CONCLUSION

3.1 The Assembly is invited to note the information in the paper.

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APPENDIX A

A SNAPSHOT OF THE ASIAN REGIONAL SIGMET COORDINATION PLATFORM



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