International Civil Aviation Organization

FOURTEENTH MEETING OF THE COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND METEOROLOGY SUB-GROUP OF APANPIRG (CNS/MET SG/14)

Jakarta, Indonesia, 19 – 22 July 2010

Agenda Item 17: Review of deficiencies in the CNS and MET fields

2) Status of MET deficiencies (APANPIRG Deficiency List)

STATUS OF MET DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This paper presents a status of the MET deficiencies in the APANPIRG list of deficiencies.

This paper relates to:

Strategic Objectives:
A. Safety – Enhance global civil aviation safety
D. Efficiency – Enhance the efficiency of aviation operations

Global Plan Initiatives:
GPI-18 Aeronautical information
GPI-19 Meteorological Systems

1. Introduction

1.1 This paper presents a status of the MET deficiencies in the APANPIRG air navigation deficiencies data base and considers the removal of one deficiency. States are invited to provide updates and/or implementation action plans for these deficiencies.

2. Discussion

2.1 *MET deficiency list*

2.1.1 The MET deficiencies as reviewed by APANPIRG/20 are located at http://www.icao.or.th/apac_projects/def/def.html. There are 19 air navigation deficiencies in the MET field associated with 13 States in relation to OPMET deficiencies, lack of MWO, creation and issuance of SIGMET (WS, WC and WV), and need for monitoring and/or issuance of volcanic activity to ACCs, VAACs, and MWOs. The status of these deficiencies, where known, are discussed.

2.1.2 DPR Korea notified the Regional Office on 30 March 2009 of the establishment of an MWO at Sunan (published in AIP) and has participated in the WS SIGMET test on 24 November 2010. Furthermore, DPR Korea acknowledged the request to send SIGMET to all RODBs in the Region and planned to follow this request beginning 10 March 2010. As a result, FASID Table MET 1B reflects the establishment of the MWO (approved amendment proposal - SN: APAC 10/06 - MET).

2.1.3 In terms of the deficiency (AP-MET-16) on SIGMET, a proposal to remove this deficiency from the list of APANPIRG deficiencies is contingent upon sufficient evidence of SIGMET issuance through monitoring by RODB Tokyo. RODB Tokyo monitored the issuance of SIGMET for the period 1 April to 20 June 2010 for the Pyongyang FIR and neighboring FIRs (Shenyang, Incheon, and Vladivostok) which revealed dozens of SIGMET in the neighboring FIRs, but none from the Pyongyang FIR. SYNOP and TAF data from DPR Korea were also used in the analysis which revealed thunderstorm observed at one of the SYNOP stations in a three hour period over 100 times and 8 TAF with thunderstorm in the forecast. Note that the strength and aerial coverage of thunderstorms were not verified. Nevertheless, there is not enough sufficient evidence for the removal of this air navigation deficiency. DPR Korea is encouraged to provide SIGMET to the RODBs and with sufficient evidence from RODB monitoring, the removal of air navigation deficiency AP-MET-16 may be considered.

2.1.4 Myanmar has informed the Regional Office that SIGMET is provided by the Yangon MWO. Confirmation of SIGMET by the RODB Bangkok is necessary before proposing the removal of the related deficiency (AP-MET-13). Myanmar was recently informed by the Regional Office to issue SIGMET to all RODBs in the Region via AFTN. In addition, Myanmar participated in the WV and WS SIGMET tests in November 2009 (note that the Yangon MWO did not receive a tropical cyclone advisory from TCAC New Delhi due to a disturbance being monitored in the Indian Ocean and thus would not be expected to participate in the WC SIGMET test in this instance). SIGMET monitoring by RODB Bangkok was conducted from 18-31 May 2010, which revealed approximately a dozen SIGMET issued, however, some were not justified as they referenced tropical depression, which is not a SIGMET phenomenon element. In addition, format errors were identified and Myanmar notified on 10 June 2010. The issuance of SIGMET is now a part of the normal duties of the Yangon MWO and with corrections verifiable, the removal of this deficiency (AP-MET-13) maybe considered by the meeting. With the aforementioned, the following draft Conclusion was formulated for consideration by the meeting.

Draft Conclusion 14/xx – Removal of the APANPIRG Air Navigation Deficiency AP-MET-13

That, the air navigation deficiency AP-MET-16 be removed from the APANPIRG air navigation deficiencies list.

Note: the Secretariat will provide results of RODB Bangkok monitoring for the meeting to consider. The upcoming monitoring period will take place the first week of July 2010.

2.1.5 In February 2010, Myanmar has presented an action plan to the Regional Office with regards to the deficiency of missing World Area Forecast System (WAFS) forecasts necessary for flight briefings (AP-MET-10). That is, Myanmar is planning for the installation of SADIS FTP in 2010. Confirmation of WAFS information in flight documentation is needed for removal of this deficiency.

2.1.6 Lao PDR plans to establish a MWO responsible for the provision of SIGMET in 2010. In addition, Lao PDR participated in the WC, WV and WS SIGMET tests in November 2009. Once the full establishment of a MWO is achieved, monitoring will be conducted by a RODB for verification in the removal of the related deficiency (AP-MET-12).

2.1.7 Reference is made to APANPIRG/20 Conclusion 20/74 which resulted in the removal of the deficiency (AP-MET-15) on the provision of SIGMET for the Phnom Penh FIR. The Kunming MWO provides SIGMET for the Phnom Penh FIR since June 1, 2009 in accordance to a bilateral agreement between China and Cambodia. The establishment of a MWO (AP-MET-11) still exists for Cambodia since other provisions (e.g. dissemination of radioactive material information) are the responsibility of a MWO.

2.1.8 Reference is made to APANPIRG/20 Conclusion 20/75 which resulted in the addition of 5 deficiencies to the APANPIRG list of deficiencies. These deficiencies were a result of findings from the ICAO Technical Co-operation Project *Cooperative Agreement for Enhancement of the Meteorological Service for Aviation in the South Pacific (CAEMSA-SP)*. Specifically, lack of WAFS forecasts in flight briefings for Nauru, Kiribati, and Solomon Islands (AP-MET-18-20), lack of meteorological observing station for Nauru (AP-MET-21), and lack of volcano monitoring for the Kingdom of Tonga (AP-MET-17) were included in the list of APANPIRG deficiencies.

2.1.9 With regards to AP-MET-18, -19 and -20, States are encouraged to obtain WAFS forecasts via WAFS Internet File Server (WIFS), which would mitigate this deficiency. With regards to AP-MET-21, assistance is likely needed from a Donor to provide the necessary equipment and possible training for maintenance or a maintenance contract, which is expected to be discussed at the ICAO TCB CAEMSA-SP Phase II Donor Workshop in Vanuatu in October 2010. This workshop is expected to develop an action plan with Donors and States in mitigating deficiencies and gaps in MET Services for international aviation identified in the first phase of CAEMSA-SP. With regards to AP-MET-17, an agreement between the Ministry of Transport of the Kingdom of Tonga (MTKT) and the Ministry of Lands, Survey and Natural Resources of the Kingdom of Tonga (MLSNRKT) on the dissemination of volcanic ash information from MLSNRKT to MTKT for distribution to ACCs, MWOs and VAACs was drafted for consideration by Tonga.

3. Action required by the Meeting

3.1 The meeting is invited to:

a) review the proposed removal of deficiency AP-MET-13; and

b) review the status of the other deficiencies discussed; and

c) invite States to provide an update and/or action plan related to these deficiencies.

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