International Civil Aviation Organization

EIGHTEENTH MEETING OF THE METEOROLOGY SUB-GROUP (MET SG/18) OF APANPIRG

ICAO Regional Sub-Office, Beijing, China
18 – 21 August 2014

Agenda Item 6: Air navigation deficiencies in the MET field

REVIEW APAC MET DEFICIENCIES

(Presented by the Secretariat)

SUMMARY

This paper presents a review of the deficiencies in the meteorology (MET) field in the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) list of air navigation deficiencies.

1. Introduction

1.1 The meeting is reminded that the definition of (an air navigation) deficiency (adopted by ICAO Council, 30 November 2001) 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 (SARPs), and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

1.2 In accordance with its terms of reference, one of the main objectives of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) is to identify and address specific deficiencies in the air navigation field. To meet these objectives the Group shall:

- in line with the Global Aviation Safety Plan (GASP), facilitate the conduct of any necessary systems performance monitoring, identify specific deficiencies in the air navigation field, especially in the context of safety, and propose corrective action; and

- facilitate the development and implementation of action plans by States to resolve identified deficiencies, where necessary.

1.3 The current APANPIRG list of air navigation deficiencies was developed in accordance with recommendations by the APANPIRG/17 Meeting, August 2006, in Conclusion 17/53, which called for a regional on-line database to list air navigation deficiencies in the Asia/Pacific Region. In order to ensure transparency and facilitate resolution of deficiencies, the ICAO Regional Office was invited to establish a regional on-line database of air navigation deficiencies and provide secure access to States' administrations and other users concerned.

2. Discussion

2.1 The meeting will recall that the resolution of air navigation deficiencies has been given the highest priority by APANPIRG. Furthermore, the ICAO Regional Office distributes State Letters on an annual basis in order to obtain updates and to urge States to take immediate appropriate action to rectify the deficiencies.

2.2 The meeting is reminded that there are currently a total of twenty (20) deficiencies in the MET field in the APANPIRG list of air navigation deficiencies, against eleven (11) Asia/Pacific States. These concern the following facilities, services or procedures:

- SIGMET information;
- WAFS forecasts for flight briefings;
- aerodrome meteorological observations; and
- volcanic ash/activity information.

2.3 The complete APANPIRG deficiencies database can be accessed online via the ICAO secure portal (see: http://www.icao.int/APAC/Pages/apanpirg.aspx). A copy of the reporting form on air navigation deficiencies in the MET field, last updated at APANPIRG/24 (Bangkok, Thailand, 24 to 26 June 2013) is provided in **the Attachment** to this paper.

2.4 With respect to MET deficiency AP-MET-01 concerning the provision of aerodrome meteorological observations and reports in the Solomon Islands, no further updates have been received at the Regional Office. The meeting is reminded, however, that issues concerning the calibration and verification of observation systems and proper/secure transmission of observations and reports were expected to be addressed by the Solomon Islands.

2.5 With respect to MET deficiency AP-MET-02 concerning the provision of aerodrome meteorological observations and reports in Kiribati, no further updates have been received at the Regional Office.

2.6 With respect to MET deficiency AP-MET-03 concerning the provision of information on volcanic activity in Indonesia and MET deficiency AP-MET-06 concerning the provision of SIGMET for volcanic ash in Indonesia, the meeting will be pleased to learn that Indonesia has submitted in writing an official report to the Regional Office (August 2014) providing details of the corrective action taken, including: (a) implementation of a memorandum of understanding (MoU) between the meteorological authority, the State volcano observatory authority and the civil aviation authority; (b) implementation of a volcanic activity report dissemination system (since 1 May 2012) covering all key stakeholders; (c) coordination between the meteorological authority, the State volcano observatory authority and the civil aviation authority in Indonesia with the volcanic ash advisory centre (VAAC) in Darwin to improve the dissemination of information on volcanic activity in Indonesia; and (d) implementation of procedures at relevant meteorological watch offices (MWO)

for the provision of SIGMET (since April 2013) and successful participation in regional SIGMET tests. In accordance with the APANPIRG procedures, the Regional Office will endeavour to validate the action taken to rectify AP-MET-03 and AP-MET-06 and report to APANPIRG/25 for review and possible removal from the open list of air navigation deficiencies. The meeting is also reminded that, according to SIGMET test results reported at the conjoint session of ROBEX WG/12 and MET/H TF/4, held in Beijing, China, on 19 March 2014, Indonesia had a problem with the issuance of SIGMET from one of its MWOs in the 2013 SIGMET test, however follow-up action was recommended (at the conjoint session) to resolve the issue (Agreed action 12/12 and 4/3 refers).

2.7 With respect to MET deficiency AP-MET-04 concerning the reporting of information on volcanic eruptions to civil aviation units in Papua New Guinea, MET deficiencies AP-MET-07 and AP-MET-08 concerning the provision of SIGMET for volcanic ash in the Philippines and in Papua New Guinea and MET deficiency AP-MET-22 concerning the provision of SIGMET information in Papua New Guinea no further updates have been received at the Regional Office. In addition, the meeting is apprised that, according to SIGMET test results reported at the conjoint session of ROBEX WG/12 and MET/H TF/4, held in Beijing, China, on 19 March 2014, Papua New Guinea did not participate in the 2013 SIGMET tests. The meeting is also advised that a recent analysis of the meteorological services provided in Papua New Guinea (conducted by Papua New Guinea, Australia and the ICAO) produced a number of recommendations for Papua New Guinea including actions that would strengthen services and help with the rectification of the MET deficiencies in that State. The meeting may also note that the conduct of future volcanic ash exercises under the auspices of APANPIRG, as proposed by Japan in working paper WP/16 for MET SG/18, to help improve the response to volcanic eruptions by the international civil aviation community, would provide the opportunity to build capacity for the provision of SIGMET for volcanic ash and the reporting of information on volcanic eruptions to civil aviation units in States concerned.

2.8 With respect to MET deficiency AP-MET-09 concerning the provision of service for operators and flight crew members and the provision of WAFS products for flight documentation in Cambodia, no further updates have been received at the Regional Office. The meeting is reminded that specific training necessary for the personnel to provide the WAFS products for flight documentation was expected to be addressed by Cambodia.

2.9 With respect to MET deficiency AP-MET-11 concerning the establishment of a MWO and provision of SIGMET in Cambodia, no further updates have been received at the Regional Office. The meeting is reminded that Cambodia has arranged for the issuance of SIGMET on its behalf by China.

2.10 With respect to MET deficiency AP-MET-12 concerning the provision of SIGMET information in Lao People's Democratic Republic, no further updates have been received at the Regional Office. The meeting is reminded that, according to SIGMET test results reported at the conjoint session of ROBEX WG/12 and MET/H TF/4, held in Beijing, China, on 19 March 2014, Lao People's Democratic Republic did not successfully participate in each of the three 2013 SIGMET tests.

2.11 With respect to MET deficiency AP-MET-14 concerning the provision of SIGMET information in Nepal, the meeting will be pleased to learn that Nepal has informed the Regional Office of progress towards rectifying this deficiency. Nepal advised it is now able to issue SIGMET when necessary; training was conducted by the World Meteorological Organization (WMO) in November 2013; SIGMET issuance has been in operation since 16 July 2013; and SIGMET information is transmitted to air traffic services (ATS) units and other civil aviation units concerned. Furthermore, the conjoint session of ROBEX WG/12 and MET/H TF/4, held in Beijing, China, on 19 March 2014, reported that overall participation by MWOs and States in the 2013 SIGMET test had

increased on the previous year's test results – attributable, mostly, to participation in 2013 from Bangladesh and Nepal. It is therefore envisaged that Nepal will submit in writing an official report to the Regional Office providing details of the corrective action taken and that, on receipt of the report, the Regional Office would endeavour to validate the action taken to rectify AP-MET-14 and report to APANPIRG for review and possible removal from the open list of air navigation deficiencies.

2.12 With respect to MET deficiency AP-MET-16 concerning the establishment of a MWO and provision of SIGMET in the Democratic People's Republic of Korea, the meeting is reminded that, following updates provided at previous meetings, an official report is expected to be submitted in writing to the Regional Office (by the State) providing details of the corrective action taken. Upon receipt of the report, the Regional Office would endeavour to validate the action taken to rectify AP-MET-16 and report to APANPIRG for review and possible removal from the open list of air navigation deficiencies. The meeting may note that validation of the corrective action would necessarily require SIGMET monitoring to confirm receipt at required offices. The meeting is also reminded that, according to results reported at the conjoint session of ROBEX WG/12 and MET/H TF/4, held in Beijing, China, on 19 March 2014, the Democratic People's Republic of Korea did not participate in the 2013 SIGMET tests.

2.13 With respect to MET deficiency AP-MET-17 concerning the provision of volcanic activity information to ATS units, MWO and VAAC by Tonga, APANPIRG/24 was informed that Tonga had submitted an official report in writing to the Regional Office (10 May 2013) advising that a memorandum of understanding had been implemented between the authorities responsible for volcanic activity information and civil aviation covering the coordination procedures for the dissemination of volcanic ash information to the appropriate area control centre (ACC), VAAC and MWO. The Regional Office will endeavour to validate the action taken to rectify AP-MET-17 and report to APANPIRG/25 for review and possible removal from the open list of air navigation deficiencies.

2.14 With respect to MET deficiencies AP-MET-18, AP-MET-19 and AP-MET-20 concerning the provision of briefing and flight documentation in Kiribati, Nauru and the Solomon Islands, no further updates have been received at the Regional Office.

2.15 With respect to MET deficiency AP-MET-21 concerning the provision of meteorological observations in Nauru, no further updates have been received at the Regional Office.

2.16 With respect to MET deficiencies AP-MET-23 and AP-MET-24 concerning the provision of SIGMET information in the Solomon Islands and Nauru, no further updates have been received at the Regional Office. The meeting is reminded that the Solomon Islands and Nauru have arranged for the issuance of SIGMET on their behalf by Papua New Guinea, but this strategy has not been successful towards rectifying the deficiencies. To assist, APANPIRG/24 adopted Conclusion 24/51 to further investigate and assess the feasibility of bilateral agreements for the provision of SIGMET services as a corrective action towards resolution of air navigation deficiencies listed in the MET field.

2.17 In addition to the above, the meeting is apprised that, in accordance with outcomes from ROBEX WG/11 in which the challenges of providing OPMET information in Bhutan were discussed (agreed action 11/1 refers), the Regional Office has written to Bhutan (7 March 2014) requesting an up-to-date synopsis of the status of implementation of OPMET in Bhutan with respect to the requirements set out for international air navigation. To this end, the meeting is reminded that details of OPMET provision are expected to be provided by Bhutan.

2.18 To facilitate APANPIRG in addressing specific deficiencies in the air navigation field, the meeting is reminded of the importance for States to provide updates to the ICAO Secretariat in relation to deficiencies listed in the MET field and to progress on the relevant corrective action.

2.19 Finally, concerning the rectification of deficiencies and removal from the (open) list, the meeting may wish to recall the procedure from the APANPIRG Procedural Handbook, which requires that:

> *States, on reporting that a deficiency has been rectified, will submit in writing an official report to the Regional Office providing full details of the action taken. On receipt of a report, the Regional Office will validate the action taken with the User who made the report. In the event that the User does not agree with the action taken, the deficiency will remain open until confirmation has been gained by all concerned. Once confirmation is made, APANPIRG will be informed, the status of the deficiency reviewed and removed from the open list of air navigation deficiencies.*

3. Action by the Meeting

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) review and provide updates to the current list of air navigation deficiencies in the MET field contained in **the Attachment** to this paper; and

c) discuss any relevant matters as appropriate.

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REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE MET FIELD IN THE ASIA/PAC REGION (Updated at APANPIRG/24)								
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 Is. AP-MET-01	Weather information is inadequate and not provided on a regular basis	1996 Confirmed 2006 SOA	Reported by airlines operating to Solomon I.	Equipment to be upgraded and arrangements to be made for regular observations. TC expert recommendation to replace and/or calibrate MET obs. equipment AGGH – 2008. State made aware of MET Services gaps identified by ICAO TC Project, CAEMSA-SP, in late 2008. CAEMSA-SP Phase II plan for Donors and associated remedies. Activation of WIFS will assist in overcoming deficiency. AWS was installed (2012) at Honiara (Henderson), AGGH, by New Zealand, including training of Solomon Islands technical personnel in the maintenance of the equipment. Responsibility for ongoing system calibration and verification may need to be determined. Secure transmission of weather information to the appropriate RODB may need to be verified (noting that transmission via email to the Australian Bureau of Meteorology may not be appropriate)	Ministry of Transport, Works and Aviation, Solomon I. *Note: OPMET/M TF to carry out survey*	2011	A
Meteorological observations and reports. (Annex 3, Chapter 4)	Kiribati AP-MET-02	METAR from Kiribati not available on regular basis.	1998 Confirmed 2005 SIP	Reported by airlines	State's MET authority to consider urgent action to be taken for providing regular observations and reports. TC expert recommendation to purchase/install AWOS – 2008. ICAO SIP conducted in 2005. State made aware of MET Services gaps identified by ICAO TC Project CAEMSA-SP, in late 2008. CAEMSA-SP Phase II plan for Donors and associated remedies. Activation of WIFS will assist	Directorate of Civil Aviation, Kiribati. *Note: OPMET/M TF to carry out survey*	2011	A

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					in overcoming deficiency.			
Reporting of information on volcanic eruptions to civil aviation units. (Annex 3, 3.6, 4.8)	Indonesia AP-MET-03	Information on volcanic activity not provided regularly to ATS units and MWOs.	1995 Confirmed by ICAO SIP mission Dec 2003	Observed by States concerned. Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Three-party LOA to be signed between the MGA, DGCA and DVGHM. Information exchange between CVGHM & ABA in draft form. VSAT comms installed to improve the monitoring in E Nusa Tenggara – provides direct transfer of data to CVGHM HQ full time. (AusAID-funded project). Bilingual reporting form based on VONA to improve comm. to VAAC in Sulawesi.	DGCA, MGA Indonesia	TBD (no action plan submitted to RO)	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 and MWOs.	1995 Confirmed by ICAO SIP mission Dec 2003	Observed by States concerned. Reported at the WMO/ICAO Workshop on Volcanic Ash Hazards (Darwin, 1995)	Procedures to be set up for exchange of data between NWS, ATS and Rabaul Volcano Observatory (RVO) and a LOA to be signed Discussion of an agreement between RVO & PNG CAA to provide volcanic information to aviation through cost recovery is underway.	NWS, ATS Papua New Guinea *Note: ICAO Regional Office to monitor*	TBD (no action plan submitted to RO)	A
Provision of SIGMET for volcanic ash (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Indonesia AP-MET-06 Philippines AP-MET-07 Papua New Guinea AP-MET-08	Requirements for issuance and proper dissemination of SIGMET, including SIGMET for volcanic ash, have not been fully implemented	ICAO SIP mission Dec 2003	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. Note. ICAO SIP carried out in 2003, progress in issuance of SIGMET for VA is noted; the outstanding problems to be resolved within 1-year	a) State's Met authorities b) ICAO to implement the SIP. c) ICAO Regional Office to co-ordinate and monitor.	To be advised	U

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					(progress reported by VAAC Darwin) LOA between ATO, PHIVOCS & PAGASA signed in 2004 to make reporting part of information dissemination practice. LOA is undergoing periodic review (ref. letter of PAGASA dated March 12, 2008) VAAC Darwin trained forecasters in PNG and Philippines to prepare VA SIGMET Participated in VA SIGMET test 17 Nov 2009 SIGMET monitoring over a period of 2 months in August and September 2012 indicated that no SIGMET was received from PNG (MET SG/17, 8.4.3 & 13.9 refers). Indonesia advised (MET SG/17) that procedures were developed for the issuance of SIGMET (WS, WV and WC) compliant with ICAO provisions and that MWO Jakarta (WIII) and MWO Ujung Pandang (WAAF) have issued SIGMET according to the requirements since April 2013. MET SG noted that validation of SIGMET receipt at RODBs and WIFS/SADIS gateways would be necessary and may require additional SIGMET monitoring and participation in SIGMET tests.			
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 AP-MET-09	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 to consider urgent action for installation of SADIS VSAT for receiving WAFS products and OPMET information. Action plan proposed by ICAO MET mission 2003 A TC project proposal submitted to SSCA, Cambodia Cambodia expects to have SADIS FTP operational in 2011 and may require training from a nearby	State's MET authorities	End 2011	A

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					State Cambodia informed MET SG/17 that the Secure SADIS FTP system was installed but further action was required in relation to training of personnel to use the system.			
MWO for Phnom Penh FIR and SIGMET (Annex 3, Chapter 3 & 7; ASIA/PAC FASID Table MET 1B)	Cambodia AP-MET-11	Requirements for meteorological watch office (MWO) to be established at Phnom-Penh international airport have not been met.		MWO not established due to lack of trained personnel and technical facilities. No SIGMET service for Phnom Penh FIR	Establishment of MWO currently not feasible. SIGMET service is provided under bilateral agreement with China to meet requirements. A TC project proposal submitted to SSCA, Cambodia Cambodia is in process of establishing its own MWO with target date end of 2011	SSCA, Cambodia	TBD End 2011	A
Provision of SIGMET information (Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)	Lao PDR AP-MET-12	Requirements for issuance and 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. Lao PDR has established MWO in 2010 and started issuing SIGMET since March 2011. As a result of monitoring by RODB Bangkok, LAO PDR was advised to correct noted formatting problem and to issue SIGMET on a regular basis to meet requirements. Lao PDR is expected to issue SIGMET regularly by the end of 2011. This deficiency can be considered for removal after correcting the above problems. SIGMET monitoring by RODB Bangkok in February 2012 failed to identify the issuance of any SIGMET by Lao PDR, indicating that the deficiency is still to be properly rectified (ROBEX WG/11, 2.1.4 refers).	State's MET authorities	End 2011	A
Provision of SIGMET information for Kathmandu FIR.	Nepal AP-MET-14	Requirements for issuance and dissemination of SIGMET have not	2000	Not established due to lack of technical facilities. No SIGMET	Issuance of SIGMET currently not feasible. Action being taken to have SIGMET service provided under bilateral agreement with a	MET Authority Nepal	End 2011 TBD	A

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(Annex 3, Chapter 7; ASIA/PAC FASID Table MET 1B)		been met.		service for Kathmandu FIR	neighboring country to meet immediate requirement. Nepal is also planning to issue its own SIGMET			
MWO for Pyongyang FIR and SIGMET (Annex 3, Chapter 3 & 7; ASIA/PAC FASID Table MET 1B)	DPR Korea AP-MET-16	Requirements for meteorological watch office (MWO) to be established at Pyongyang international airport have not been met.	2008	MWO not established due to lack of trained personnel and lack of resources. No SIGMET service for Pyongyang FIR Reported by RO mission	MWO established in February 2009 as reported by State. DPR. Korea is subsequently producing SIGMET on a regular basis and is routing SIGMET to RODB Tokyo. It is required for Sunan MWO to participate the APAC SIGMET test in November 2011. This deficiency can be removed if SIGMET is continued to be issued regularly for another six months. DPRK informed R/O that SIGMET were issued in May 2013; R/O to coordinate confirmation of receipt of SIGMETs at required offices. DPR Korea to submit in writing an official report to the Regional Office providing full details of the action taken to rectify the deficiency; and the Regional Office to validate that the action taken in the report satisfactorily rectifies the deficiency.	General Administration of Civil Aviation (GACA) DPR Korea	Jan 2012	A
Volcanic activity information to be provided to ATS units, MWOs, and VAAC (Annex 3, 3.6 and 4.8)	Tonga AP-MET-17	Information on volcanic activity not provided regularly to ATS units, MWOs, and VAAC	2008	Reported by TCB CAEMSA-SP technical expert	Agreement drafted for the dissemination of volcanic ash information from MLSNRKT to MTKT for distribution to ACCs, MWOs and VAACs (under consideration) Tonga submitted official report to R/O (10 May 2013) advising that MOU between the Ministry of Infrastructure (MOI) and the Ministry of Lands, Environment, Climate Change and Natural Resources (MLECCNR) signed 9 May 2013 for coordination procedures of the dissemination of detection of volcanic ash information to the	Ministry of Transport of the Kingdom of Tonga (MTKT) Ministry of Lands, Survey and Natural Resources of the Kingdom of Tonga (MLSNRKT)	2011	U

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					appropriate ACC, VAAC and MWO.			
Briefing and flight documentation (Annex 3, Chapter 9, Appendix 2 & 8)	Kiribati AP-MET-18 Nauru AP-MET-19 Solomon Islands AP-MET-20	WAFS products not accessed and therefore not available for inclusion in flight briefings and documentation	2008	Reported by TCB CAEMSA-SP Technical Expert	WAFS Internet File Service (WIFS) allows for the retrieval of WAFS forecasts for flight briefings and documentation (versus more expensive satellite dish) – available for operations since May 2010 Will seek donor ship for installation and training on WIFS as part of CAEMSA-SP Phase II	MET Services, TCB, Donor, ISCS Provider State	2012	U
Provision of meteorological observations (Annex 3, 4.3.1, 4.5, 4.6)	Nauru AP-MET-21	No METAR/SPECI observing programme in place (no calibrated and maintained equipment available)	2008	Reported by TCB CAEMSA-SP Technical Expert	Automatic observing station needed as well as maintenance programme Will seek donor for observing system and maintenance contract and/or training as part of CAEMSA-SP Phase II	MET Service, TCB, Donor	2012	U
Provision of SIGMET information (Annex 3, Chapter 7)	Papua New Guinea AP-MET-22 Solomon Islands AP-MET-23 Nauru AP-MET-24	Lack of SIGMET issued for the Port Moresby, Honiara, and Nauru FIRs.	9/09/2011	IATA emphasized the importance of having hazards reported in this large sub-regional area that straddles the equator and deemed this situation unsafe and unacceptable to airline operations.	ICAO: States concerned are urged to take urgent action to seek assistance from a State in a position to do so to provide the service until such time the States concerned can provide their own SIGMET. SIGMET monitoring over a period of 2 months in August and September 2012 indicated that no SIGMET was received (MET SG/17, 8.4.3 & 13.9 refers).			U