

Air Navigation Deficiencies in the Meteorology Field

STATE	Identification		Deficiencies				Corrective action		
	Requirements	Facilities or services	Description of Deficiency	Date first reported	Comments on deficiency	Description of corrective action	Executing body	Target date for implementation	Priority for action
	1	2	3	4	5	6	7	8	9
ANGOLA	Requirement to provide aerodrome forecasts (AFI FASID Table MET 1A)	Angola/Luanda February 4 Associated MET Office	TAF of Luanda not regularly available	2003	Advice given by correspondence	Improve reliability of telecomm	INAMET and ENANA	As soon as possible	A
BURUNDI	Requirement to establish and implement from 15 November 2012, a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the users (ICAO Annex 3, para 2.2.3.)	Burundi/ Busumbura International Airport	The quality management system (QMS) for MET service is not yet established by the Meteorological service provider	02/2011	Advice given during the Mission.	Train local trainers in QMS and implement the QMS before November 15, 2012	CAA (oversight) Meteorological Service Provider	November 2012	U
	Requirement to provide automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure at Busumbura aerodrome with a runway intended for Category II instrument approach and landing operations in accordance with ICAO Annex 3, Chap 4, para. 4.1.5 and 4.6.3.1	Burundi/ Busumbura International Airport	MET station located very far from the runway and among buildings	2006	Data observed not representative of weather conditions along the runway. Unreliable exchange of data to users	Install an automatic weather observing system with sensors appropriately located. Install a MET message distribution system.	Meteorological Services Department	2007	U

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CABO VERDE	Requirement to provide automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure at Sal aerodrome with a runway intended for Category II instrument approach and landing operations in accordance with ICAO Annex 3, Chap 4, para. 4.1.5 and 4.6.3.1	Cape Verde/Sal International Airport.	Visibility data, RVR, cloud base height, air temperature, dew point and pressure are not provided by an automatic weather observing system at Sal International airport equipped with an ILS	09/2009	Advice given during CODEVMET Mission	Install an automated weather observing system with sensors appropriately located.	INMG/ASA	2011	U
CABO VERDE	Requirements for Surface wind, RVR and air pressure displays relating to each sensor to be located in the meteorological station with corresponding displays in the appropriate air traffic services units. The displays in the meteorological station and in the air traffic services units to be related to the same sensors in accordance with ICAO Annex 3. para. 4.1.5 and App. 3 para. 4.1.2.1, 4.3.3.1 and 4.7.1	Cape Verde/Sal International Airport	The meteorological parameters displayed in the control tower and those displayed in the aerodrome meteorological centre and used for issuance of observation messages METAR, MET REPORT, SPECI and SPECIAL are from two different sources of observations: the Meteorological observation station and an automatic observing system under demonstration.	09/2009	Advice given during CODEVMET Mission	Use the same sensors for the measurement of meteorological parameters to be displayed in ATS units and the aeronautical meteorological station	INMG/ASA	2011	U
CABO VERDE	Requirements to use local routine and special reports MET REPORT and SPECIAL in the meteorological information used pour l'ATIS in accordance with Annex 11, chap. 4, para. 4.3.6.1, g) and Annex 3, Chap. 4 para. 4.3.2 and 4.4.2	Cape Verde/Sal International Airport	Meteorological information used to issue ATIS are not the local routine and special reports MET REPORT	09/2009	Advice given during CODEVMET Mission	Use local routine and special meteorological reports to issue ATIS information (ATIS voice	ASA INMG	2011	A

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			and SPECIAL			and D-ATIS)			
	Requirement to establish and implement from 15 November 2012, a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the users (ICAO Annex 3, para 2.2.3.)	Cape Verde/Sal International Airport	The quality management system (QMS) for MET service has not been yet implemented by the National Meteorological Office	02/2011	Advice given during the Mission.	Train local trainers in QMS and implement the QMS before November 15, 2012	CAA (oversight) NMG (met Service provider)	November 2012	U
CONGO	Requirement to provide VOLMET broadcast at Brazzaville International Airport (VOLMET), in accordance with ICAO Doc 7474 Volume II, Part V, Table ATS 2A..	Congo, Brazzaville International Airport	The VOLMET broadcast service is not operational	08/2008	Deficiency identify during ICAO WACAF mission	Re-establish the VOLMET broadcast service in the Brazzaville FIR	ASECNA	2009	U
	Requirement to provide Automatic Terminal Information Service (ATIS) in accordance with ICAO Doc 7474 Volume II, FASID AFI, Part III - Tableau AOP 1.	Congo, Brazzaville International Airport	The ATIS service is not implemented at Brazzaville International Airport	08/2008	Deficiency identify during ICAO WACAF mission	Install and implement an operational ATIS system	ASECNA	2009	B

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DJIBOUTI	Requirement to provide automated equipment for measuring or assessing, as appropriate, and for monitoring and remote indicating of surface wind, visibility, runway visual range, height of cloud base, air and dew-point temperatures and atmospheric pressure at Sal aerodrome with a runway intended for Category II instrument approach and landing operations in accordance with ICAO Annex 3, Chap 4, para. 4.1.5 and 4.6.3.1	Djibouti/ Djibouti International Airport	Djibouti International Airport equipped with a category II approach and landing operations instrument, is not using an automated equipment for measuring, assessing, monitoring and remote indicating of MET parameters	09/2009	Advice given during the mission	Install an automated aerodrome weather observing system with sensors and display located at required places for the provision of operational MET information	AID-DPW	December 2010	U
	Requirement to issue local routine and special reports in accordance with Annex 3, chap. 4, para. 4.3.1, 4.3.2 a) et 4.4.2 a)	Djibouti/ Djibouti International Airport	Local routine and special reports (MET REPORT) and SPECIAL) are not issued	09/2009	Advice given during the mission	Issue local routine and special reports (MET REPORT) and SPECIAL)	AID-DPW	June 2010	U
	Requirement to establish and implement from 15 November 2012, a properly organized quality system comprising procedures, processes and resources necessary to provide for the quality management of the meteorological information to be supplied to the users (ICAO Annex 3, para 2.2.3.)	Djibouti/ Djibouti International Airport	The quality management system (QMS) for MET service has not been yet implemented by the National Meteorological Office	02/2011	Advice given during the Mission.	Train local trainers in QMS and implement the QMS before November 15, 2012	CAA (oversight) National MET Service provider	November 2012	U

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	Requirement to issue aerodrome and wind shear warnings and wind shear alert in accordance with Annex 3, chap. 7, para. 7.3 et 7.4 et App. 6 Table A6-2 et A6-3	Djibouti/ Djibouti International Airport	Aerodrome and wind shear warnings (AD WRNG, WS WRNG) and wind shear alert are not issued at Djibouti International Airport	07/ 2009	Advice given during the mission	<p>1. sensitize forecasters and observers in the issuance and dissemination of messages and WS WRNG AD WRNG</p> <p>2. issue and disseminate WS WRNG and AD WRNG information and wind shear alert;</p> <p>3. develop and enforce a letter of service agreement between the MET and ATS (TWR, CCR, Office of the runway, ..) in order inter alia to promote the regular routing of aircraft reports on wind shear at landing or take off, to assess RVR, etc. ...</p> <p>4. consider the possibility of installing, after a survey with users, at Djibouti Airport, a wind shear detecting system</p>	<p>1. AID-DPW</p> <p>2. AID-DPW</p> <p>3. DACM et AID-DPW</p> <p>4. DACM et AID-DPW</p>	<p>1. June 2010</p> <p>2. June 2010</p> <p>3. June 2010</p> <p>End 2010</p>	<p>U</p> <p>U</p> <p>U</p> <p>A</p>

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	Requirement to provide flight documentation in accordance with AFI FASID Table MET 7 (Doc 7474 Volume II, FASID AFI)	Djibouti/ Djibouti International Airport	Flight documentation is provided from a public non-secured website ADDS	07/2009	Advice given during the mission	<p>In the short term, a SADIS FTP service shall be accessed from the WAFC London to extract required data for the provision of flight documentation. Access procedures are described on the following Website http://www.icao.int/anb/sadisopsg/sadis%20ftp%20service%20v4.0.pdf</p> <p>In the medium term, install a SADIS VSAT station with the required SADIS workstation software:</p>	AID-DPW	<p>- SADIS FTP : avant fin juin 2010</p> <p>-Station VSAT SADIS 2G : fin 2010</p>	A