

Air Navigation Deficiencies in the Meteorology Field

| | Identification | | Deficiencies | | | | Corrective action | | |
|---------|---|--|---|---------------------|---|--|--|--------------------------------|---------------------|
| STATE | 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 |