

MIDANPIRG COM/MET SG/4
Report on Agenda Item 4

REPORT ON AGENDA ITEM 4: REVIEW OF SHORTCOMINGS AND DEFICIENCIES

COMMUNICATIONS (COM)

4.1 The sub group reviewed the list of Shortcomings and Deficiencies, which was developed by MIDANPIRG/5 meeting and up-dated the information contained in this list with the information that was made available from the States and ICAO Regional Office.

4.2 The meeting judged necessarily to give priority A to all circuits linking main centers that appear on the list of shortcomings and deficiencies.

4.3 The list of Shortcomings and Deficiencies is shown in **Appendix 4A** to the report on Agenda Item 4.

4.4 Reviewing the list of Shortcomings and Deficiencies, the meeting noticed that many shortcomings and deficiencies with priority A still remained unsolved. In this context, the meeting reached the following decision:

DECISION 4/4: SHORTCOMINGS AND DEFICIENCIES IN CNS FIELD

That, the MIDANPIRG AFS/ATN TF carries out a detailed survey in collaboration with the MID States concerned by the shortcomings and deficiencies with priority A, in order to determine the problems the Centers are facing and how to solve these shortcomings and deficiencies.

4.5 Noticing that harmful interfering cases are growing in the Region and that this infringement to the ITU Radio Regulations shall be reported to the respective telecommunications administration in the adequate manner, the sub group made the following decision:

DECISION 4/5: HARMFUL INTERFERENCE REPORT FORM

*That, an amendment is to be made in the MID ANP/FASID document to take into account the harmful interference report form (as shown in the **Appendix 4B** to the report on Agenda Item 4).*

4.6 The meeting was provided with information on the implementation of a VSAT station at Kabul center which allows direct and reliable links (AFTN and ATS/DS) with Karachi. According to the MID Rationalized AFTN Plan, this link should appear in the table CNS 1A- Designated circuits required for international operations until the recommended facilities are operating satisfactorily. The updated MID COM Chart showing the existing circuits is attached as **Appendix 4C** to the report on Agenda Item 4

4.7 The sub group reviewed and up-dated the Nineteenth Edition of the MID AFTN Routing Directory, with information that was made available from States, IATA and ICAO Regional Office. The up-dated Nineteenth Edition of the Routing Directory is attached as **Appendix 4D** to the report on Agenda Item 4.

METEOROLOGY - MET

4.8 reviewed and adopted by MIDANPIRG/5 (**Appendix 4E** to the report on Agenda Item 4) item by item.

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4.9

e broken down into
sub-items in relation to the Annex 3 provisions.

4.10 The MET experts of the Group performed an in-depth review of the current status of implementation but were hampered by the fact that only experts from five States from the MID region were present at the Meeting. The Group anyway identified the ATS/MET/Pilot cooperation and coordination as a safety related area with room for improvement, in particular concerning the reporting and exchange of air reports and agreed on the following draft Conclusion:

DECISION 4/6: IMPROVEMENT OF THE COORDINATION BETWEEN ATS, MET AND PILOTS

That ICAO invites the States in the MID Region, IATA and IFALPA to enhance the cooperation and coordination between MET, ATS and pilots in order to improve the reporting and exchange of air reports.

4.11 Concerning the overall status of implementation of facilities and services at Aeronautical Met offices in the MID Region, the Group agreed that this had to be further investigated through a survey including all MID States, preferably by a questionnaire complemented by missions if so needed. The Group consequently agreed on the following Conclusion:

CONCLUSION 4/7: SHORTCOMINGS IN THE MET FIELD IN THE MID REGION

That the ICAO MID Regional Office survey the status of implementation of facilities and services at Aeronautical Met offices in the MID Region e.g. .by a questionnaire complemented by missions if so needed.

4.12 Another area of concern was the lack of upper air soundings, necessary for the forecasting and warning services. The Group was advised that this was part of the basic data and this matter therefore should be addressed to the appropriate WMO forum.

4.13 obsolete as it referred to implementation of an Annex 3 Amendment 1 January 1996, and should consequently be deleted.

4.14 to be eliminated and should consequently also be deleted.

4.15 Afghanistan and Baghdad was considered still to be valid and should therefore be kept under observation and if possible activated for remedial actions as soon as possible.

4.16 The updated Table of Air Navigation Shortcomings/Deficiencies in the MET field in the MID Region as reviewed by COM/MET SG/4 is attached in **Appendix 4F** to the report on Agenda Item 4.
