



INTERNATIONAL CIVIL AVIATION ORGANIZATION  
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
METEOROLOGY SUB-GROUP SEVENTH MEETING

(Dakar, 11 - 13 April 2005)

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**Agenda Item 6: Deficiencies in the MET field**

**List of deficiencies in the MET field**

(Presented by the Secretariat)

The list of deficiencies in the MET field as revised and updated by the Secretariat is presented herein.

1. Introduction

1.1 The List of deficiencies in the MET field was reviewed and updated based on the uniform methodology approved by Council for identification, assessing, tracking and reporting of deficiencies of air navigation systems. The review also took into account remedial action from States concerned and inclusion of additional deficiencies identified since APIRG/14 Meeting.

2. Action by the MET/SG

2.1 The MET/SG is invited to:

- review the list of deficiencies and actions thereon taken so far and decide on the safety impact and prioritization of each item of deficiency as well as on other factors according to the uniform methodology.
- Adopt it for consideration by the APIRG.

**Deficiencies in the Meteorology Field**  
**(REF. Air Navigation Plan - Africa-Indian Ocean region (Doc 7474))**  
**Part IV - Meteorology (MET)**

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
Requirement to provide aerodrome forecasts (AFI FASID Table MET 1A)	Angola/Luanda 4 de Fevereiro Associated MET Office	TAF of Luanda not regularly available	2003	Advice given by correspondence	Improve reliability of telecomm	INAMET and ENANA	2005	A
Requirement to provide information on volcanic eruptions to civil aviation units. (Annex 3, Chapter 3, para. 3.6)	Democratic Republic of Congo/State volcano observatory	Information on volcano activities not always reaches civil aviation due to lack of fixed communications with State volcano observatories. This has an impact on the timely issuance of VA advisories and SIGMETs by the VAACs and MWOs concerned.	14/5/1997	Observed by the State concerned. Reported at the AFI/7 RAN Meeting, May 1997	Volcano observations and warnings to be made available to civil aviation and MET Authorities for dissemination	Civil Aviation and MET Authorities, D.R. of Congo Implementation by Department of Transportation.	2005	U
Requirement to provide aerodrome forecasts (AFI FASID Table MET 1A)	Equatorial Guinea/Malabo Aeronautical MET centre	TAF of Malabo not regularly disseminated outside MET centre	2000	Advice given through correspondence and mission	Installation of reliable telecomm. link	Civil Aviation Authority, Equatorial Guinea	12/2005	B
Requirement to measure and report surface wind (Annex 3, Chapter 4, para 4.6.1)	The Gambia/ Banjul - Yundum Intl./Aeronautical MET station	Wind measurement unreliable	May 1994 & February 1999	Advice given through correspondence	Installation of reliable wind equipment	Civil Aviation Authority, The Gambia	12/2005	U
Requirement to issue trend type landing forecast (Annex 3, chapter 6, para. 6.3.2)	Guinea Bissau/ Bissau Osvaldo V. Intl. Aeronautical station	Trend type landing fore-casts not issued	1995	Advice given through correspondence	Forecast unit to issue Trend type landing forecasts	Civil Aviation of Guinea Bissau	-	U

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Requirement to provide meteorological reports to the ATS units (Annex 3, Chapter 10, para. 10.1.1)	Liberia/ Roberts Intl. Associated MET Office	Provision of MET data to ATS units deficient	May 2000	Advice given to authorities through correspondence	Better display system of MET data to ATS	Liberia Civil Aviation Authority	2005	A
Requirement for a continuous watch over meteorological conditions (Annex 3, para. 3.4.2(a))	Namibia/Windhoek Hosea Kutako Meteorological Watch Office	The MWO operational hours do not cover same period as ATS	2004	Advice given during mission	MWO operational hours to coincide with ATS operational hours	CAA/MET Division	2005	A
Requirement to issue trend type landing forecast (Annex 3, Chapter 6, para 6.3.2)	Namibia/Windhoek/ Hosea Kutako	Trend type landing forecasts not issued	2004	Advice given during mission and by correspondence	Forecast office to issue Trend type landing forecasts	CAA/MET Division	2005	U
Requirement to provide MET reports to ATS units (Annex 3, Chapter 10, para.10.1.1)	Nigeria Kano MA Associated MET Office	Provision of MET data to ATS deficient	2/10/1996	Advice given through correspondence and mission	Better display system of MET data to ATS units	Civil Aviation Authority, Nigeria	2005	A
Requirement to provide aerodrome forecasts (AFI FASID Table MET 1A)	Sao Tomé & Principe/ Sao Tomé Aerodrome MET Office	TAF of Sao Tome not regularly disseminated outside MET centre	28/10/2002	Advice given through correspondence	Installation of reliable telecom. link.	Civil Aviation Authority, Sao Tome & Principe	2005	B
Requirement to measure and report surface wind (Annex 3, Chapter 4, para. 4.6.1.1)	Sierra Leone/ Lungi Airport, Associated MET Office	Wind measurement unreliable	May 1994	Advice given through correspondence	Installation of reliable MET basic equipment	Civil Aviation Authority, Sierra Leone	2005	U
Requirement to provide MET reports to ATS Units (Annex 3, Chapter 10, para 10.1.1)	Swaziland/Manzini Matsapha Airport Associated MET Office	Provision of MET reports to ATS units deficient. No wind displays in control tower	2004	Advice was given on mission	Install a display system for MET data and information at ATS	DCA and MET Department	2005	U
Requirement to provide meteorological data and	Zambia/Lusaka Meteorological	Provision of flight documentation	2002	Advice given during mission	Install appropriate telecomms	MET Department	2005	U

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forecasts in form of flight documentation (Annex 3, Chapter 3, para 3.3.2)	Office	deficient		and by correspondence	equipment to receive OPMET information and appoint adequate trained personnel			
Requirement to provide MET reports to ATS Units (Annex 3, Chapter 10, para 10.1.1)	Zambia/Lusaka Meteorological Office	Provision of MET reports to ATS Units deficient	2002	Advice given during mission by correspondence	Install display system of MET data to ATS units	MET Department	2005	U
Implementation of MET facilities and services (Annex 3, para 4.1.6)	Zambia/Lusaka International Airport MET Office	Inadequate level of equipment maintenance	2002	Equipment remain unserviceable for a long time due to lack of spare parts	Provide financial resources including use of air navigation charges which currently is not fully available to the MET	Zambia MET Department and NACL		U

## EXPLANATORY NOTES FOR APPENDICES ON DEFICIENCIES

1. Requirement identified at a given meeting through a recommendation; name of the meeting and the related recommendation number
2. Name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc.
3. Brief description of the deficiency :
4. Date deficiency was first reported :
5. Comments.
6. Brief description of the corrective actions to be undertaken.
7. Identification of the executing body.
8. Target date for completion of the corrective action.
9. Priority and classification

“U” priority = **Urgent** requirements having a **direct** impact on **safety** and requiring **immediate** corrective actions.

Urgent requirements consisting of any physical, configuration, material, performance, personnel or procedures specifications, the application of which is urgently required for air navigation safety.

“A” priority = **Top priority** requirements **necessary** for air navigation **safety**.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = **Intermediate** requirements **necessary** for air navigation **regularity**.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

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