



International Civil Aviation Organization

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SIXTEENTH MEETING (APIRG/16)
(Kigali, Rwanda 19-23 November 2007)**

Agenda Item 5 : Air Navigation safety and Deficiencies

5.1 Review and update the list deficiencies in the air navigation fields

DEFICIENCIES IN THE MET FIELD

(Presented by the Secretariat)

SUMMARY

The list of deficiencies in the meteorological (MET) field updated by MET/SG/8 and revised by the Secretariat is presented herein.

Ref :

- APIRG/15 report
- AFI files
- MET/G/8 Report

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/15 Meeting.

1.2 To take further actions on long lasting deficiencies, the meeting formulated the following conclusion and decision:

Conclusion 16/...: Elimination of deficiencies

That States take urgent action to address long outstanding deficiencies in MET field.

Draft Decision 16/...: Follow-up on MET deficiencies

That Regional Offices continue to monitor efforts made by States and report progress to APIRG.

2. Action by the APIRG/16:

2.1 The meeting is invited to:

- S** review the list of deficiencies and actions 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.
- S** to take further action on the long outstanding deficiencies in the MET field.

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

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	10
ANGOLA	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	As soon as possible	A
BURUNDI			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
DEMORATIC REPUBLIC OF CONGO	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 issuance of VA advisories and SIGMETs by the VAACs and MWOs.	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.	As soon as possible	U
EQUATORIAL GUINEA	Requirement to provide aerodrome forecasts (AFI FASID Table MET 1A)	Equatorial Guinea/Malabo Aeronautical MET centre	TAF of Malabo issued by the Douala MET Office not by MET Office of Malabo	2000	Advice given through correspondence and mission	Installation of reliable telecomm. link and provision of sufficient number of forecasters	Civil Aviation Authority, Equatorial Guinea	As soon as possible	A

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The GAMBIA	Requirement to provide runway visual range (RVR) for runway intended for non-precision or Category I approach and landing operations(Annex 3, Chapter 4, para. 4.6.3.4 a), 4.6.3.5 and Appendix 3, para. 4.3.6.4)	The Gambia/ Banjul - Yundum International Airport	Runway visual range (RVR) is not assessed and reported during periods of reduced visibility	30/07/2007	Reported by the State concerned from a survey questionnaire, advice given during State mission	<u>In the short term:</u> Training of MET personal for manual assessment and reporting of RVR, or <u>In the medium term:</u> Installation of a RVR measurement, assessment and reporting equipment recommended	Civil Aviation Authority and MET, The Gambia	2008	U
	Requirement to report visibility along the runway in local routine and special reports: Annex 3, Appendix 3 para; 4.2.4.2	The Gambia, Banjul International Airport	MET station located very far from the runway and behind a tree	07/2007	Data observed not representative of weather conditions along the runway. Advice given during State Mission	Install an automatic weather observing system with sensors appropriately located.	GCAA (Gambia Civil Aviation Authority)	2008	U
	Requirement to relay air reports: Annex 3 Chapter 5, para; 5.8	The Gambia, Banjul International Airport	Aircraft observations and reports are not collected, processed and disseminated	07/2007	Advice given during State Mission	Necessary arrangements between the MET authority and the appropriate ATS authority be made.	GCAA (Gambia Civil Aviation Authority)	2008	B
GUINEA BISSAU	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 forecasts not issued	1995	Advice given through correspondence	Forecast unit to issue Trend type landing forecasts	Civil Aviation and MET of Guinea Bissau	-	U
LESOTHO	Implementation of MET facilities and services AFI/7 Rec. 14/10	Lesotho/Maseru/ Moshoeshoe	Anemometer on RWY 04 has been unserviceable for many months	2003	Advice given through mission	Install a new sensor with displays at appropriate ATC and MET positions	Lesotho	As soon as possible but not later than 2007	A

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LIBERIA	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	5/2000	Advice given to authorities through correspondence	Better display system of MET data to ATS	Liberia Civil Aviation Authority and MET	As soon as possible	A
MALI	Requirement to provide runway visual range (RVR) for runway intended for non-precision or Category I approach and landing operations(Annex 3, Chapter 4, para. 4.6.3.4 a), 4.6.3.5 and Appendix 3, para. 4.3.6.4)	Mali/Gao Airport	Runway visual range (RVR) is not assessed and reported during periods of reduced visibility	26/07/07	Reported by the State concerned from a survey questionnaire	Training of MET personal for manual assessment and reporting of RVR, and Urgent introduction of RVR observing practices.	Civil Aviation Authority and MET, Mali	2008	U
	Requirement to provide runway visual range (RVR) for runway intended for non-precision or Category I approach and landing operations(Annex 3, Chapter 4, para. 4.6.3.4 a), 4.6.3.5 and Appendix 3, para. 4.3.6.4)	Mali/Kayes Airport	Runway visual range (RVR) is not assessed and reported during periods of reduced visibility	26/07/2007	Reported by the State concerned from a survey questionnaire	Training of MET personal for manual assessment and reporting of RVR, and Urgent introduction of RVR observing practices.	Civil Aviation Authority and MET, Mali	2008	U
	Requirement to provide runway visual range (RVR) for runway intended for non-precision or Category I approach and landing operations(Annex 3, Chapter 4, para. 4.6.3.4 a), 4.6.3.5 and Appendix 3,	Mali/Mopti Airport	Runway visual range (RVR) is not assessed and reported during periods of reduced visibility	26/07/2007	Reported by the State concerned from a survey questionnaire	Training of MET personal for manual assessment and reporting of RVR, and Urgent introduction of RVR observing practices.	Civil Aviation Authority and MET, Mali	2008	U

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MALI	para. 4.3.6.4)								
	Requirement to provide runway visual range (RVR) for runway intended for non-precision or Category I approach and landing operations(Annex 3, Chapter 4, para. 4.6.3.4 a), 4.6.3.5 and Appendix 3, para. 4.3.6.4)	Mali/Tombouctou Airport	Runway visual range (RVR) is not assessed and reported during periods of reduced visibility	26/07/2007	Reported by the State concerned from a survey questionnaire	Training of MET personal for manual assessment and reporting of RVR, and Urgent introduction of RVR observing practices.	Civil Aviation Authority and MET, Mali	2008	U
NAMIBIA	Requirement for a continuous watch over meteorological conditions (Annex 3, para. 3.4.2(a)) and requirements for SIGMETS information (Annex 3 para. 3.4.2 b, c, d and para. 7.1.1)	Namibia/Windhoe k Hosea Kutako Meteorological Watch Office	The MWO operational hours do not cover same period as ATS Non-issuance of trend forecast in METAR reports. Non-issuance of SIGMETS information	2004	Advice given during mission	MWO operational hours to coincide with those of ATS. Forecast office to issue Trend type landing forecasts for METARS and SIGMETS	CAA/MET Division	2007	U
NIGERIA	Implementation of MET facilities and services - AFI/7 Rec. 14/10	Nigeria/Kano MA	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	Nigeria	As soon as possible	A
SAO TOMÉ & PRINCIPE	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. Equipment	Civil Aviation Authority and MET, Sao Tome & Principe	As soon as possible	B
SIERRA LEONE	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 and MET, Sierra Leone	As soon as possible	U

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SOMALIA	Situation unknown	FIR Mogadishu							
SWAZILAND	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 units	DCA and MET Department	As soon as possible	U
ZAMBIA	1)Implementation of MET facilities and services (Annex 3, para 4.1.6)	Zambia/Lusaka International Airport	Inadequate level of equipment maintenance	2002 and missions of 2004 and 2007	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 Department.	Zambia MET Department and NACL	As soon as possible	U
	2)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 and missions of 2004 and 2007	Advice given during mission by correspondence	Install display system of MET data to ATS units	MET Department	As soon as possible	U
	3)Requirement to provide meteorological data and forecasts in form of flight documentation (Annex 3, Chapter 3, para 3.3.2).	Zambia/Lusaka Meteorological Office	Provision of MET reports to ATS Units deficient	2002 and missions of 2004 and 2007	Advice given during mission and by correspondence	Install appropriate telecomms equipment to receive OPMET information and appoint adequate trained personnel	MET Department	As soon as possible	U
	4) Requirements for SIGMET information (Annex 3 para 3.4.2 b, c, d and add para. 7.1.1	Zambia/Lusaka Meteorological watch office (MWO)	SIGMET not issued	2007	Advice given on mission	Immediately provide training and issue SIGMET	MET Department	As soon as possible	U

EXPLANATORY NOTES FOR APPENDICES ON DEFICIENCIES

1. Name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc.
2. Requirement identified at a given meeting through a recommendation; name of the meeting and the related recommendation number
3. Facilities or services
4. Brief description of the deficiency :
5. Date deficiency was first reported :
6. Comments.
7. Brief description of the corrective actions to be undertaken.
8. Identification of the executing body.
9. Target date for completion of the corrective action.
10. 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.