

International Civil Aviation Organization



**FOURTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE
AND METEOROLOGY SUB-GROUP OF APANPIRG
(CNS/MET SG/14)**



Jakarta, Indonesia, 19 – 22 July 2010

**Agenda Item 14: Regional MET support to ATM
(1) Review of MET/ATM TF/1 Meeting**

SOME VIEWS ON DISCUSSION AT MET/ATM TF/1 MEETING

(Presented by Hong Kong, China)

SUMMARY

This paper presents some views on the discussions at the MET/ATM TF/1 meeting regarding the future provision of MET data to support ATM.

This paper relates to:

Strategic Objectives:

- A. Safety – Enhance global civil aviation safety
- D. Efficiency – Enhance the efficiency of aviation operations

Global Plan Initiatives:

- GPI-18 Aeronautical Information
- GPI-19 Meteorological Systems

1. Introduction

1.1 At the First Meeting of the Meteorology / Air Traffic Management Task Force (MET/ATM TF/1) held in Bangkok, Thailand during 2-4 December 2009, draft functional and regional requirements for NextGen (2025) were presented (Appendix D of report - http://www.bangkok.icao.int/Meetings/2009/metatm_tf1/met_atmtf1rpt.pdf). A summary of the related discussion at the meeting was included in para. 1.1 of the report. We feel that certain parts of the discussion merit further considerations by the CNS/MET SG.

2 Discussions

2.1 Para. 1.1 of the MET/ATM TF/1 report reads:

“The meeting noted the progress of functional and performance requirements generated for NextGen and the need for harmony amongst global MET requirements for ATM that take into consideration NextGen and SESAR requirements. Emphasis was placed on monitoring the progress of requirements (spatial and temporal resolution, data latency, data refresh rate, reliability (availability) and integrity) as shown in Appendix D of MET products. A

viewpoint of how MET data could be provided in the future was presented to the meeting. The MET data would be available for the MET Service Provider to utilize in a manner effective to the State and thus displays would be determined by the State. State adaptation of MET data could be documented in the Regional Air Navigation Plan (Basic ANP and FASID). Furthermore, consideration to Least Developed Countries (LDCs) is necessary and would likely have to obtain MET products through vendors in due time. The State would be responsible for verifying ICAO requirements are met. Lastly, the meeting noted the importance of considering the needs of General Aviation in having access to the new MET products under development.”

2.2 The above-quoted paragraph is unclear in the following issues:

(a) The source of the MET data was not explicitly mentioned in the above paragraph. From the context of the discussion, viz. “*The MET data would be available for ... effective to the State and thus displays would be determined by the State*” and “*State adaptation of MET data could be documented in the Regional Air Navigation Plan*”, it may be interpreted that the source of the MET data lies outside the State concerned, and the State would only need to: (i) determine the display of the MET data; and (ii) adapt the MET data. This seems to suggest application of the WAFS model in the provision of MET services to support ATM.

(b) It was further suggested that LDCs would likely have to obtain MET products through vendors. However, the reasoning and feasibility of this suggestion was not discussed. In particular, it is doubtful that LDCs would have the financial viability to obtain MET products from commercial vendors where cost recovery mechanism is not in place.

2.3 Both issues in para. 2.2(a) and 2.2(b) have significant implications to the international framework of provision of MET services to support ATM, which are apparently beyond the terms of reference of the MET/ATM TF. In particular, these issues seem to challenge the prerogative of Contracting States in determining the meteorological service which they will provide to meet the needs of international air navigation stipulated in ICAO Annex 3 para. 2.1.3. They also raise questions on the role of Contracting States in the provision of MET data and MET products to support ATM, the applicability of global MET requirements for ATM to LDCs, and the related charging mechanism. As such, to avoid misunderstanding and to assist States in planning the provision of MET services to support ATM, these issues should be clarified as early as possible. In any event, a deliberation of these issues should be made at the Conjoint ICAO MET/AIM Divisional Meeting / WMO CAeM Session.

3 **Action by the meeting**

3.1 The meeting is invited to note the information provided in this paper and to exchange views on the issues highlighted in Section 2 above. Following discussions on these issues, the meeting may wish to formulate the following draft Conclusion:

Draft Conclusion 14/xx – States’ Planning on the Provision of MET Services to Support ATM

That, ICAO be invited to clarify issues on the provision of MET services to support ATM, including the role of Contracting States in the provision of MET data and MET products to support ATM, the applicability of global MET requirements for ATM to LDCs, and the related charging mechanism.
