



Montréal, 7 to 18 July 2014

Agenda Item 5: Standards, Recommended Practices and Procedures

5.2: Proposed Procedures for Air Navigation Services — Meteorology (PANS-MET, Doc xxxx), First Edition (not later than 2019)

RESTRUCTURING OF MET PROVISIONS

(Presented by China)

SUMMARY

This paper describes a number of key considerations in the restructuring of ICAO Annex 3/Technical Regulations [C.3.1] and the development of a new PANS-MET. This paper supplements the considerations presented in MET/14-WP/12|CAeM-15 Doc. 12. Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 ICAO, in coordination with WMO, proposed to restructure Annex 3 — *Meteorological Service for International Air Navigation* /Technical Regulations [C.3.1] and develop a new *Procedures for Air Navigation Services — Meteorology* (PANS-MET). MET/14-WP/11|CAeM-15/Doc. 11 and MET/14-IP/7|CAeM-15/INF. 7 provide an outline of potential organization structure of Annex 3/Technical Regulations [C.3.1] and the PANS-MET.

1.2 China, while supporting the recommendation in MET/14-WP/11|CAeM-15/Doc. 11 to develop a PANS-MET, reiterates that a number of fundamental principles should be taken into consideration in developing the PANS-MET and proposes several changes to the structure of the revised Annex 3/Technical Regulations [C.3.1] and PANS-MET in this paper and the companion paper MET/14-WP/12|CAeM-15/Doc. 12.

2. DISCUSSION

2.1 Paragraph 5 of MET/14-WP/4|CAeM-15/Doc. 4 “considered that the understanding of and uniform implementation of SARPs within Annex 3/Technical Regulations [C.3.1] and an associated PANS could benefit from an improved distinction in the provisions themselves, such that distinct meteorological authority-, provider- and service-requirements could (or should) be identified at the level of the Annex, while authority-, provider- and service-procedures could (or should) be identified at the level of PANS.”

2.2 In respect of the potential interpretation issue associated with the meteorological authority, China commended ICAO for its effort to continually improve the presentation of SARPs and PANS and supports the proposal to improve distinction of the provisions applicable to meteorological

authority-, provider- and service-requirements in the Annex and PANS. The current definition of the meteorological authority in Annex 3/Technical Regulations [C.3.1] allows the meteorological authority to either take on a regulatory role only, or a regulatory role as well as a service provider role, depending on the operating environment and other relevant circumstances of the State concerned. Noting that the meteorological service to be provided for international air navigation is within the prerogatives of States, in supporting any proposed change to the definition of the meteorological authority, it is important that the prerogatives of States are not undermined. Furthermore, the financial and organizational viability of the meteorological service providers for international air navigation, which in many States is the National Meteorological and Hydrological Services (NMHSes), needs to be ensured so that the basic as well as the aviation-specific observation and other meteorological infrastructures could be healthily sustained and developed to support the aviation community. The meeting may wish to concur that the determination on whether or not the meteorological authority should also be responsible for the provision of meteorological service for international air navigation shall continue to rest with the State and the meteorological authority.

2.3 In respect of the need to stipulate weather sensor characteristics in Annex 3/Technical Regulations [C.3.1], it should be borne in mind that credibility of the meteorological observations is of utmost importance to any meteorological service provision. In the big data era, many weather reports are now available from vastly different sources such as the internet and social network but many are truly doubtful and not supported by any circumstantial evidence. Quality assurance, proper equipment maintenance and calibration are of particular importance for instrument measurements. In our recent liaison with aviation users on future aeronautical meteorological developments including SWIM, data credibility and authenticity are highlighted as a major concern by airline management. Credibility of observation data relies, amongst others, on the sensor characteristics which will certainly affect the data accuracy and quality, and on the proper calibration and maintenance of the sensors. To promote and facilitate international standardisation and compatibility of instruments and methods of observations including aeronautical meteorological observations, WMO's Commission for Instruments and Methods of Observations (CIMO) is charged to ensure that the meteorological reports made by its Members will meet the stated performance requirements.

2.4 The Secretariat has reminded the meeting in paragraph 2.2.5 of MET/14-WP/11|CAeM-15/Doc. 11 that the PANS do not have the same status as the Standards and Recommended Practices contained in the Annexes. The PANS therefore do not come within the obligation imposed by Article 38 of the Convention to notify differences in the event of non-implementation. It is thus considered that upholding the sensor characteristics in the Annex will better contribute towards aviation safety, efficiency and regularity as well as interoperability.

2.5 Considering the extensiveness of the revision and the amount of work involved, and that enabling clauses for ASBU Block 1 changes would be incorporated in Amendment 77, China supports the proposal by Secretariat in MET/14-WP/11|CAeM-15/Doc. 11 to take a more prudent approach and for the applicability date for the restructured provisions to be November 2019 (following the current Annex 3 amendment cycle) rather than 2018 (for alignment with ASBU Block 1 schedule).

2.6 The meeting is invited to formulate the following recommendation:

RSPP Recommendation 5/x — Reorganization of provisions relating to aeronautical meteorology

That ICAO and as appropriate WMO undertake on the basis of a published roadmap to be developed by ICAO:

- a) a restructuring of Annex 3/Technical Regulations [C.3.1] as part of Amendment 78, with applicability date of November 2019; and
- b) the development of a *Procedures for Air Navigation Services — Meteorology* (PANS-MET, Doc xxxx) so that a first edition be available concurrent with Amendment 78 referenced in a) above; and
- c) both of which are to be based on the following principles:
 - i) the Annex 3/Technical Regulations [C.3.1] will contain the operational and functional requirements and the PANS-MET will contain the means to meet the set requirements in Annex 3;
 - ii) the restructuring shall take into account the identification of provisions as State obligations, service provider obligations and technical requirements for the service;
 - iii) determination on whether or not the meteorological authority should also be responsible for the provision of meteorological service for international air navigation shall rest with the State and the meteorological authority; and
 - iv) weather sensor characteristics for aeronautical meteorological observations shall continue to be stipulated in Annex 3/technical Regulations [C.3.1].

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) consider the adoption of the draft recommendation proposed for the meeting's consideration.