



Montréal, 7 to 18 July 2014

**Agenda Item 4: Institutional issues
4.2: Other institutional issues**

**QUALIFICATIONS FOR OVERSIGHT
OF AERONAUTICAL METEOROLOGICAL SERVICE PROVISION**

(Presented by China)

SUMMARY

This paper considers the qualifications requirements of the personnel performing safety oversight functions and discusses the need for the meteorological inspectorate to have the necessary operational or technical work experience and training in aeronautical meteorology. Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 MET/14-WP/10|CAeM-15/Doc. 10 proposes the need for States to ensure that the personnel performing safety oversight functions of the aeronautical meteorological service are adequately qualified with respect to aeronautical meteorology as a technical discipline. China supports the proposal in MET/14-WP/10|CAeM-15/Doc. 10 that the meteorological authority personnel performing safety oversight needs to be adequately qualified in aeronautical meteorology based on the following consideration.

2. DISCUSSION

2.1 In response to widespread concerns about the adequacy of aviation safety oversight around the world, ICAO launched the Universal Safety Oversight Audit Programme (USOAP) in 1999 to promote global aviation safety through regular audits of safety oversight systems in all ICAO Member States. The Continuous Monitoring Approach (CMA) was fully launched in 2013 for a systematic and more proactive risk-based approach to identify safety deficiencies, assess associated safety risks, develop assistance strategies and enable the prioritization of assistance.

2.2 According to IATA, 43% of accidents occurred during operations in adverse weather. It goes without saying that weather information is important to aviation safety. Thus, it is crucial that the aeronautical meteorological services provided by States are in conformance with ICAO Standards and Recommended Practices (SARPs) and that proper quality management systems and safety management systems are implemented.

2.3 The objectives of the oversight audit are to verify compliance with the provisions of the Chicago Convention or national regulations, conformance with or adherence to SARPs, associated procedures and good aviation safety practices (see ICAO Doc 9738 — *Safety Oversight Audit Manual*).

As ICAO Doc 9734 — *Safety Oversight Manual* highlights, an individual State’s responsibility for safety oversight is the foundation upon which safe global aircraft operations are built. In respect of the qualification of technical personnel, Doc 9734 stresses that “The satisfactory execution of the various functions of the CAA Inspectorate depends to a large extent on the qualifications, experience, competence and dedication of individual inspectors... Ideally, technical personnel should be at least as qualified as the personnel to be inspected or supervised.”

2.4 In line with the qualification requirement of the CAA Inspectorate, it is important that the meteorological inspectorate has the necessary expertise in assessing compliance with the relevant SARPs. ICAO Doc 8896 — *Manual of Aeronautical Meteorological Practice* already requires that “the inspectorate could be an independent **MET expert** involved in the International Organization for Standardization (ISO) certification audit of the “MET service provider”, or be part of the ministry overseeing the “MET authority” or part of the civil aviation authority (CAA), provided that such a CAA-based inspectorate is a third-party, independent body with **qualified MET personnel**.”

2.5 The same goes for other the disciplines under the USOAP CMA programme. ICAO Doc 8335 — *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance* dedicated a full chapter on the qualifications of the CAA inspector which again ideally “should be at least as qualified as the personnel to be inspected or supervised”.

2.6 Inspection is a vital component of safety oversight and it would be very dangerous to advocate that the personnel involved do not necessarily need to be qualified in that discipline, whatever the discipline we are concerned with. Thus, it is rather clear that albeit Annex 19 — *Safety Management* only requires that “The State shall establish minimum qualification requirements for the technical personnel performing safety oversight functions and provide for appropriate initial and recurrent training to maintain and enhance their competence at the desired level”, the guidance material does call for the personnel performing safety oversight functions of the aeronautical meteorological service to be adequately qualified with respect to aeronautical meteorology. For example, in Hong Kong, China, the meteorological inspectorate team is composed of a small team of meteorologists with auditor training and experts with the necessary expertise in the area being inspected such as instrumentation, windshear, etc.

2.7 The meeting is invited to formulate the following recommendation:

Recommendation 4/x — Oversight of aeronautical meteorological service provision

That ICAO urge States in establishing the minimum qualifications requirements of the personnel performing safety oversight functions of the aeronautical meteorological service, States should require that they have the relevant operational or technical work experience and training in aeronautical meteorology.

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.