



International Civil Aviation Organization

**SIXTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP (CNS/MET SG/16) OF APANPIRG**

Bangkok, Thailand, 23 – 27 July 2012

Agenda Item 15: Other MET issues

MET SUB-GROUP TASK FORCES

(Presented by Australia)

SUMMARY

This paper presents a proposal for the structure and working arrangements for the APANPIRG Meteorological Sub-group (MET SG) Task Forces.

This paper relates to –

Strategic Objectives:

A: Safety - *Enhance global civil aviation safety*

C: Environmental Protection and Sustainable Development of Air Transport - *Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-19 Meteorological Systems

1. Introduction

1.1 The Meteorological (MET) Sub-group was established to discuss meteorological issues relating to the safety, efficiency and effectiveness of international air navigation. It is a forum that enables States within the Asia/Pacific Region to share ideas and suggest improvements while working cooperatively in the field of aeronautical meteorology.

1.2 Task Forces are established when there is a need to cooperate between States to manage and implement processes, procedures or systems to improve the meteorological service to international air navigation.

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2. Discussion

2.1 The MET SG currently has four (4) Task Forces, namely:

- OPMET Management Task Force (OPMET/M TF);
- WAFS Implementation Task Force (WAFS/I TF);
- Meteorological Advisories and Warnings Implementation Task Force (METWARN/I TF);
- Meteorology / Air Traffic Management Task Force (MET/ATM TF).

2.2 The objective of the OPMET Management Task Force is to increase OPMET availability and reliability and includes the ongoing maintenance of the regional guidance material and the management of effective and efficient data exchange. Due to the ongoing work plan of this group it is recommended that this group should remain to ensure optimal exchange of data in the Asia/Pacific Region.

2.3 The activities of the remaining Task Forces are focused on gathering user requirements and the implementation of aeronautical meteorological standards and recommended practices (SARPs) as outlined in the Annexes to the Convention on International Civil Aviation, in particular Annex 3. In general there is a need to:

- Gather aviation meteorological user requirements in the Asia/Pacific Region;
- Determine the degree of implementation against meteorological-related ICAO SARPs within the ASIA/PAC Region and report any deficiencies;
- Seek ways to improve the operational effectiveness and address deficiencies;
- Provide proposals for updates to the Regional Air Navigation Plan and guidance material;
- Develop and maintain contingency plans;
- Collaborate with WMO and other ICAO groups, both regionally and internationally;
- Provide advice to the MET Sub-group on the above issues.

2.4 There are, however, tasks and activities that are currently not adequately covered by the existing Task Force structure include Space Weather, quality management, qualification and competency assessment, aerodrome climatologies and the implementation of the Aviation System Block Upgrades (ASBUs), and these should be considered.

2.5 It is also important to establish links to other APANPIRG Sub-groups and Task Forces, particularly to the Communications/Navigation/Surveillance (CNS) Sub-group and the Air Traffic Management (ATM) Sub-group. This will be particularly important in the areas of Space Weather, new services to support ATM, ASBUs implementation and enhanced services for volcanic ash.

2.6 Any Task Force that is established should operate according to a task orientated approach, taking into account the Agreed Actions from APANPIRG and its Sub-groups and Task Forces relating to meteorology. A detailed Work Plan outlining the objective of the group, the Terms of Reference and a detailed Work Program should be established and responsibility for activities should be assigned and specific dates for completion of each milestone agreed upon so that group members are well aware of the schedule and can plan accordingly, particularly for face-to-face meetings, teleconferences or if there is seen to be a requirement for seminars or workshops.

2.7 Sessions should primarily be conducted via email correspondence and teleconferencing, which should be set in advance and documented in the Work Plan. Any meeting, if required, should be held in conjunction or back-to-back with other meetings to minimize travel and with enough time prior to the MET Sub-group to report on progress and propose further activities if necessary.

2.8 It is suggested that the MET SG consider ways to streamline the tasks and focus on the high priority issues for the Region, set realistic tasks within a manageable timeframe and to ensure that they are not duplicating the work being done in other groups.

2.9 The meeting is asked to consider the following draft Decision.

Draft Decision 16/x – MET Sub-group Task Forces

- a) That the OPMET/M TF remain as a MET SG Task Force;
- b) That the group consider how best to streamline the other MET SG tasks related to gathering user requirements and implementation of aviation meteorological services within the Asia/Pacific Region;
- c) That the MET Sub-group identify activities in other APANPIRG Sub-groups or Task Forces that would benefit from MET input and collaboration; and
- d) That the MET SG develop a detailed Work Plan to address any tasks and activities related to 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 draft Decision regarding the MET Sub-group Task Forces.
