

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Sixth Meeting of the Steering Committee (SC/6) of the Cooperative Development of Aeronautical Meteorology Services Project in the Africa- Indian Ocean Region

Abuja, Nigeria, 6 – 8 October 2025

Agenda Item 6: Business proposals for 2026

SC6 wp6.3 New proposed activities to the MSA

(Presented by the Secretariat).

SUMMARY	
This paper submits proposals of activities to be appended to the Codevmet Management Service Agreement for consideration by the meeting.	
Action by the Meeting is provided in paragraph 3	
REFERENCES	
<ul style="list-style-type: none"> Management Service Agreement (MSA) Terms of Reference of the CODEVMET-AFI Project Steering Committee 	
<i>Strategic Objectives</i>	<i>A – Safety, B – Air Navigation Capacity and Efficiency</i>

1 INTRODUCTION

- 1.1 According to the general provisions, the Parties (International Civil Aviation Organization and the Member States of the Cooperative Development of Aeronautical Meteorological Services in the AFI Region) agree to enter into an agreement regarding the management and other services to be provided by or through ICAO, as specified in the Management Service Agreement.
- 1.2 A detailed description of the Project(s) in relation to which specific services are going to be provided will be set out in, and designated, as Annex(es) to this Agreement, which shall form an integral part of this Agreement.
- 1.3 Annex 1 to the Management Service Agreement between the International Civil Aviation Organization (ICAO) and the Member States/Organizations of the Cooperative Development of Aeronautical Meteorological Services in the Africa-Indian Ocean Region (CODEVMET-AFI) Programme is being run under its Version C with the objectives aimed at a) Support the alignment of national MET regulations with ICAO SARPs, b) Support the implementation of MET QMS in support of SMS, and c) Support the implementation of the AMET-B1 elements of the GANP.
- 1.4 Following the amendment 82 to Annex 3 to Chicago Convention, the content of the Annex 3 has been restructured, and a new PANS-MET was created to enable the migration from the product-centric to data-centric environment.

- 1.5 This working paper therefore proposes activities to the MSA for review and consideration by the meeting.

2 DISCUSSIONS

- 2.1. Reliable meteorological observations are vital for safe and efficient aviation. Errors in temperature, pressure, wind, or humidity can compromise flight planning, aircraft performance, and aerodrome operations. Annex 3 requires integrated automatic systems with calibrated displays, traceable MET data, and regular maintenance. So far:
- Many States in the AFI region have not fully complied with these provisions.
 - Most States lack certified reference instruments and documented procedures.
 - Calibration is irregular or outsourced without proper traceability, posing safety and compliance risks.
 - Calibration is often poorly integrated into MET Quality Management Systems (QMS).
- 2.2. The issues raised in §2.1 may be effectively addressed through a project approach in developing operational mechanism to ensure regular control and calibration of surface-based MET sensors and instruments.
- 2.3. In April 2025, ICAO restructured and adopted Annex 3 to enhance clarity, usability, and alignment with the evolving Global Air Navigation Plan (GANP). In parallel, the new Procedures for Air Navigation Services — Meteorology (PANS-MET, Doc 10157) was developed to consolidate detailed operational procedures previously contained in Annex 3 and related guidance material. The effective implementation of Annex 3 (21st Edition) together with PANS-MET is essential to ensure the harmonized provision of aeronautical meteorological (MET) services across ICAO regions, compliance with ICAO Standards and Recommended Practices (SARPs), and the seamless interoperability of MET information with ATM, AIM, and SWIM systems.
- 2.4. In the AFI Region, a coordinated project may be an appropriate approach to support States, MET Authorities, and ANSPs in aligning their regulatory frameworks, operational procedures, trainings and QMS systems with the new provisions of the restructured Annex 3 and PANS-MET.
- 2.5. Considering the above, the meeting is invited to review the issues and proposals of solutions as §2.1, §2.2, §2.3 and 2.4 and to provide guidance on the way forward.

3 ACTION BY THE MEETING

- 3.1. The meeting is invited to:
- a) Take note of the information presented in this working paper; and
 - b) Deliberate on the request formulated in paragraph 2.4 of this working paper.

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