



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

*Workshop on the Implementation of  
Amendment 82 to Annex 3 to Chicago  
Convention and the PANS-MET*

*(Praia, Cabo Verde, 30 March – 3 April 2026)*



# Session 3: Operational and institutional impacts

---

**PPT4.4. - Identification of gaps against the requirements of Amendment 82 and development of corrective actions – Case of Côte d’Ivoire**

*ANAC Côte d’Ivoire*

# Sommaire

---

**01** Annex 3 & PANS MET

**03** Key requirements for MET states and providers

**05** Methodology for identifying gaps

**07** Main gaps identified in Côte d'Ivoire

**02** Major Updates Introduced by Amendment 82

**04** Organization of the MET service in Côte d'Ivoire

**06** Types of Gaps

**06** Corrective Action Plan

## Annex 3 & PANS MET

---

- Restructured Annex 3, 21st Ed: Contains only the standards and recommended practices for aviation MET services
- Amendment 82 to the A3: major revision, enhancement of digital services and hazardous phenomena.
- PANS MET (Doc 10157): detailed procedures for operational implementation.
- Date of application: November 27, 2025

# Major new features of Amendment 82

---

- Restructuring of Annex 3 and better separation of performance requirements from technical specifications.
- Enhanced integration of space weather services (SWXC) and their interactions with global centres.
- Developments in volcanic ash information, WAFS, IWXXM and MET data quality monitoring.

## Key requirements for states and MET providers

---

- Alignment of national MET regulations with Annex 3 Amendments 81–82 and the PANS-MET.
- Implementation of integrated automatic systems with traceable data and regular calibration of instruments.
- Clear definition of the Meteorological Authority and the MET service provider.

# Organization of the MET service in Côte d'Ivoire

---

- National Civil Aviation Authority (ANAC CI): regulation, oversight and control of MET services.
- MET service providers (ASECNA, SODEXAM) in charge of meteorological assistance for air navigation.
- Existence of national regulations and guides relating to the organization and functioning of the ANSPs.

# Methodology for identifying gaps

---

- Development of a compliance matrix cross-referencing the requirements of Amendment 82 / PANS-MET with national texts and practices.
- Literature review: MET regulations, quality manuals, operational procedures, AIPs, competency guides.
- Conducting interviews / workshops with ANAC CI, the MET service provider and users to validate the operational reality.

# Types of Gaps Analyzed

---

- Regulatory gaps: absence or misalignment between national regulations and the new provisions of Annex 3 / PANS-MET.
- Organizational gaps: roles and responsibilities, oversight, MET QMS, safety documentation.
- Technical and operational gaps: measurement systems, digital data dissemination, emergency procedures, staff training.

## Main gaps identified in Côte d'Ivoire

---

- National regulations partially aligned with the provisions of Amendment 82 and the PANS-MET, requiring targeted updates
- Operational MET procedures not fully harmonized with the “information-centric” approach (IWXXM exchange, SWIM integration)
- Formal mechanisms for monitoring performance and the quality of MET data need strengthening (calibration, traceability, internal audits)

# Development of corrective actions

---

- Associate each gap with a specific action, a responsible entity (ANAC CI, MET service provider, or other), and a realistic timeline.
- Integrate the actions into a Corrective Action Plan (CAP) to align national regulations with Annex 3 and the PANS-MET.
- Ensure consistency with other national plans (safety, environmental action plan, and MET services development plan).



---

Thank You!