



**Meeting on GREPECAS MET Programme Projects**

(Lima, Peru, from 18 to 22 September 2017)

**Agenda Item 2: Review of the Project H3 – Implementation of the MET Information Quality Management System (QMS/MET)**

**ANALYSIS OF THE QMS/MET IMPLEMENTATION IN THE CAR REGION**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents the implementation status of MET/QMS in the CAR Region describing background information and relevant developed activities and propose States to consider the inclusion of the WMO requirements for competency and qualification of Aeronautical Meteorological Personnel in the adoption of a Quality Management System	
<b>Action:</b>	Suggested actions presented in section 4
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<b>References:</b>	<ul style="list-style-type: none"><li>• Reports of the Sixteenth and Seventeenth Meetings of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)</li><li>• Report of the Second, Third and Fourth Meetings of the Programmes and Projects Review Committee (PPRC)</li></ul>

**1. Introduction**

1.1 PPRC/2 Meeting took note that most CAR States had implemented MET/QMS; therefore, the Meeting agreed that the project had been concluded.

1.2 PPRC/3 Meeting considered the information of QMS/MET implementation status for the CAR/SAM Regions provided by World Meteorological Organization (WMO), observing that only one CAR State would have completed the implementation process

1.3 PPRC/3 Meeting formulated the conclusion 3/9 with the following literals pertaining with QMS:

*a) QMS/MET implementation be measured by certification, through a QMS certifying firm on aeronautical meteorology services;*

*b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat;*

1.4 PPRC/4 Meeting approved the reactivation of Project H3 for CAR Region and recognized as a difficulty encountered for the development of MET projects, scarce availability of experts from CAR States which might hinder the reactivation of the Projects.

## **2. Discussion**

2.1 The Regional Performance-Based Air Navigation Implementation Plan – RPBANIP not include in the formulated objectives the implementation of the QMS/MET.

2.2 During 2016 and 2017 as part of the NACC Regional Office No Country Left Behind strategy – NCLB, several NACC States received assistance to enhance the action plans for the improvement of the Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) status; The data gathering shows Regional Implementation percentage equivalent to 33%, the missions and the teleconferences evidence several possible causes: the limitation of resources to develop and maintain the certification process, internal changes in the service providers organization, limited recurrent training, among others; on the other hand, it is necessary to highlight the work of some States to achieve and maintain their QMS certifications.

2.3 The information Paper “WMO CAeM/AeMP activities of relevance to ICAO” kindly provided for the meeting by the WMO, in its numeral 5 refers relevant information to consider: The ISO 9001/2008 transition process that will no longer be valid after September 2018; The recommendation to undertake efforts for transition to the ISO 9001:2015 standard; The upcoming WMO-No. 1100 “Guide to the implementation of a quality management system for national meteorological and hydrological services” that encapsulates the ISO 9001:2015 standard; and indicate websites that offer relevant information.

2.4 According to the working arrangements between WMO and ICAO, WMO has the responsibility for defining education and training requirements for Aeronautical Meteorological Personnel – PMA, which have been formulated in terms of competency and qualification of the aeronautical meteorological personnel.

2.5 WMO requirements for competency of AMP, both for aeronautical meteorological observers (AMO) and aeronautical meteorological forecasters (AMF) became a standard practice as of December 2013; similarly qualification requirement for the AMF became standard requirement as of 1 December 2016. The WMO through the Expert Team on Education, Training and Competency (ET-ETC) of the Commission for Aeronautical Meteorology (CAeM), made various efforts to assist States and continued promoting the implementation of mentioned standards. Additional information for the qualification of the MFA is available on the Information Paper “WMO CAeM/AeMP activities of relevance to ICAO” numeral 2.2.

2.6 Adopting a sustainable QMS necessarily requires adequate management of the human resource (human talent), since compliance with product requirements is directly related to the education, training, skills and experience of the personnel involved.

2.7 PPRC/4 Meeting refers to the aeronautical meteorology deficiencies related to lack of training of professional aeronautical meteorology personnel and formulated the following draft conclusion:

**DRAFT CONCLUSION PPRC/4-2  
RESOLUTION OF AERONAUTICAL METEOROLOGY DEFICIENCIES**

That, in order to resolve aeronautical meteorology deficiencies associated to its personnel, and in order to have in their staff aeronautical meteorologists that meet the training requirements of the World Meteorological Organization, CAR/SAM States and Territories that present this deficiency:

- a) develop and conduct professional training courses for aeronautical meteorologists, aligned with the BIP-M contained in WMO Publication No. 1083, in partnership with universities, CATCs or tertiary non-university training institutions that meet education quality standards;
- b) create cooperation links with the permanent representatives of their States to the WMO in order to have access to WMO-approved personnel remote training courses offered by universities and international institutes;
- c) develop and implement a programme to link university meteorological staff or technical personnel with the aeronautical meteorology units of air navigation services in the short and medium term; and
- d) inform the respective ICAO Regional Offices at GREPECAS/18 about their plans to develop and conduct aeronautical meteorology training courses aligned with the BIP-M contained in WMO Publication No. 1083.

**3. Conclusion**

Analyzing the working paper the meeting could consider the following conclusion

**Draft conclusion**

- a) That, in the adoption of the Quality Management System QMS/MET in the CAR/SAM Region, States considers including the WMO competency and qualification requirements of Aeronautical Meteorological Personnel and makes the necessary efforts to ensure their adoption within the framework of the standards and recommended practices provided by ICAO.

**4. Suggested action**

4.1 The Meeting is invited to:

- a) note the information contained in this working paper,
- b) that CAR States designate experts to formulate and develop the H2 project activity plan,
- c) recommend additional actions as deemed appropriate.