

WORK PROGRAMME REPORTING, REVIEW AND COORDINATION

Expert Network on Impacts of Climate Change and Variability on Aviation (EN-CCV)

(Submitted by Lei Gu as lead of EN-CCV)

Summary and Purpose of Document

This document provides a progress report on the activities of EN-CCV since its establishment following the CAeM-16 session in July 2018. The composition of the expert network as well as draft terms of reference, work plan and other considerations are presented for review by the Management Group.

ACTION PROPOSED

The Management Group (MG) is invited to:

- (1) review the composition, draft terms of reference and work plan, and other considerations of the expert network;
 - (2) offer comment and/or strategic direction in respect of (1) above.
-

1. EXPERT NETWORK ON IMPACTS OF CLIMATE CHANGE AND VARIABILITY ON AVIATION (EN-CCV) PROGRESS REPORT

Composition

1.1 The Expert Network on Impacts of Climate Change and Variability on Aviation (EN-CCV) comprises the following lead and core experts:

LAST NAME	First name	Country	Lead or Core Expert	Regional Association
GU	Lei	China	Co-lead	II
BECKMANN	Björn-Rüdiger	Germany	Core	VI
CHEUNG	Ping	Hong Kong, China	Core	II
HERAWATI	Helminah	Indonesia	Core	V
IVANOVA	Anna	Russian Federation	Core	VI
NUNEZ	Roland	United States of America	Core	IV
PADHRA	Anil	United Kingdom	Core	VI

Terms of reference

1.2 Draft terms of reference of the expert network are given in Part A of the EN-CCV work plan, as presented at [Annex A](#).

Work plan

1.3 A draft work plan of the expert network is given in Part B of the EN-CCV work plan, as presented at [Annex B](#).

Proposed working methodology and coordination needs

1.4 The expert network plans to conduct its activities via email exchanges and quarterly teleconferences. The frequency of those virtual meetings may vary depending on work progress and on outcomes from other international (e.g. ICAO), regional and national events. The expert network also plans to conduct a small number of workshops that are opportunities for topical group discussions.

1.5 One of the results of the participant survey to the WMO AeroMetSci-2017 conference concerned the convening of a further, similar scientific conference in the next four or five years, depending mainly of availability of funding. EN-CCV stands ready to bring a substantial contribution to that event which may imply more coordination within the group, with the four other CAeM expert team or networks and with other WMO or external bodies.

1.6 One of the EN-CCV terms of reference as presented at Annex A states a clear and proactive communication towards ICAO and other aviation stakeholders. This may imply an active participation to several events including lead and core experts doing presentations about impact of climate change and variability on aviation at those events.

1.7 The coordination needs with WMO subsidiary bodies or ICAO relate to the acquisition of more airborne observational data (e.g. QAR: Quick Access Recorder) and to the understanding of detailed requirements of stakeholders on the impacts of climate change and variability on aviation.

Other considerations

1.8 As communication towards ICAO and other aviation stakeholders about the impact of climate change on aviation is a growing demand, the EN-CCV is willing to capture the level and nature of information that aviation users need. For that purpose, one of the activities the EN-CCV has identified to be started soon is the development of a survey on climatological variability characters of interest to aviation. Results of that survey would allow the expert network to orientate activities and related communication to the most appropriate direction.

1.9 There may be a need to seek an alternate EN-CCV core member if there continues to be a lack of engagement by or response from the expert nominated by Indonesia.
