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**REPORT OF THE PRESIDENT OF CAeM**

*(Submitted by Chi Ming Shun, President of CAeM)*

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| **Summary and Purpose of Document**  This document provides an executive summary of the report of the President of CAeM. |

**ACTION PROPOSED**

The Management Group (MG) is invited to review the report and, as necessary, to formulate actions accordingly.

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1. **EXECUTIVE SUMMARY**

1.1 P/CAeM, Mr Chi Ming Shun, presented his report covering the period since the last meeting of the CAeM Management Group held 12 to 14 May 2015 ([Presentation](http://www.wmo.int/aemp/sites/default/files/CAeM-MG-2016%20-%20P-CAeM_Final.pdf)).

1.2 In his presentation, Mr Shun highlighted the following developments:

1.2.1 Cg-17 reconfirmed aeronautical MET as one of the WMO strategic priorities and agreed with the proposed CAeM action plan (INF. 2);

1.2.2 Joint meeting of ET-ETC and ET-GOV (having joint activities with ICAO METP/MCRGG) was held in Wellington, New Zealand in December 2015 and ET-CCP meeting was held in St Petersburg, Russian Federation in May 2016 with tangible results;

1.2.3 Good progress was made in Members’ implementation of QMS and AMP competency assessment. Further updates are expected from the Global Survey (see para. 1.3 below);

1.2.4 Letters were sent by WMO SG to remind Members on the entry into force of the WMO standard on required qualifications of AMF on 1 December 2016 and the training and educational opportunities offered by RTC for Members in need;

1.2.5 Series of events were organized / being planned to increase the awareness of Members to the changes in aeronautical MET services arising from ICAO GANP and ASBU, in particular the WMO RA VI European Conference on MET for Aviation (ECMA) held in October 2015 and the WMO RA I African Conference on MET for Aviation (ACMA) being organized for 2017;

1.2.6 New aeronautical MET services are being developed/offered by private sectors as well as NMHSes meeting evolving aviation user needs, with focus on trajectory-based operations, high-impact weather, and integration of MET information with ATM;

1.2.7 Useful inputs on climate change impact on aviation were provided by ET/ASC to ICAO/CAEP as well as a recent article in WMO Bulletin;

1.2.8 WMO stakeholders survey conducted in May 2016 identified threats related to aeronautical MET services, namely, proliferation of private weather services, competition from global and regional weather providers, and pressure on NMHS’s role due to external developments;

1.2.9 Aviation highlighted as priority by majority of RAs.

1.3 In addition, Mr Shun emphasized the importance of the ET/GOV Global Survey results which are expected to be available in early 2017, providing a global landscape for better baseline supporting strategic planning and guidance. The ET/GOV report on regional service provision models expected in Dec 2016 and the ET/GOV information paper on global cost recovery models for aeronautical meteorological service provision expected in early 2017 will also provide very useful inputs to the work of impact assessment.

1.4 As regards the progress of the work to improve guidance provision, Mr Shun highlighted that development of IWXXM has reached the milestone of version 2.0, and guidance and training have started to be made available. Further regional training is expected to be organized in 2017. The work by ET/GOV for updating WMO-No. 732 to replace WMO-No. 731 and 732, and for updating WMO-No. 904 has been in progress at different stages.

1.5 As regards the development of regulatory provisions with ICAO, the president, vice-president, WMO Secretariat as well as core experts of the ETs have contributed actively to the work of ICAO METP and its Working Groups. Particular contributions include:

1.5.1 ET-ISA supported publication of ICAO MET Information Integration for TBO Concept, now renamed as Concept for the integration of Meteorological information for ATM;

1.5.2 IUGG/WMO VASAG & WMO VAAC Best Practices support ICAO METP MISD-VA & MOG-VA;

1.5.3 CBS/CAeM ICTSW supports ICAO METP MISD-SW (with IPT-SWISS to be established at CBS-16 with co-chairs from CBS and CAeM).

1.6 Mr Shun however pointed out that the heavy workload, limited resources and ambitious work plans could hinder work progress on both ICAO and WMO sides. He also highlighted issues arising from the recent METP/2 meeting held in October 2016 with recommendations deviating from the inter-governmental agreements reached at the Conjoint Meeting in 2014. He requested the MG to ponder over the notion of “No Country Left Behind” and how this could be ensured in developing the future aeronautical MET services for GANP and ASBU.

1.7 Mr Shun also invited the MG to consider the future role of WMO and in particular CAeM amidst the international trend of ever-increasing user demands for enhanced aeronautical meteorological services with global support and severe competition from the private sector. He suggested that a holistic approach would be needed as such trends are also affecting other WMO programmes, e.g. public weather services, at the same time.

1.8 Finally Mr Shun also draws the MG’s attention to the following forward-looking tasks which will have important bearings on the future of the CAeM:

1.8.1 Preparation of the Long-term Plan for AeMP as requested by Cg-17;

1.8.2 CAeM position on ICAO METP MCRGG White Paper on Future Aeronautical Meteorology Information Delivery;

1.8.3 WMO Scientific Event 2017;

1.8.4 Update of the WMO/ICAO Working Arrangements;

1.8.5 Future structure of Technical Commissions;

1.8.6 Inputs to WMO’s organization-wide discussions on Public Private Partnerships and Big Data;

1.8.7 Preparation of CAeM-16 which will be a milestone where WMO could provide strong position on various issues.

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