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Swiss Confederation

Federal Department of Home Affairs FDHA  
Federal Office of Meteorology and Climatology MeteoSwiss

(EU) 2017/373

@ MeteoSwiss

EASA Workshop - 11.6.2018 - Cologne

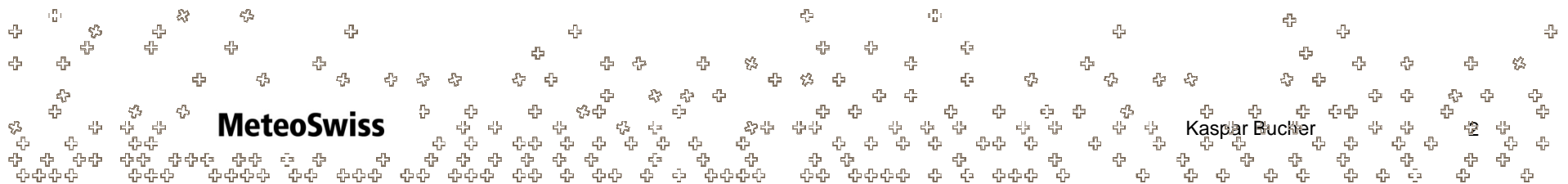
Kaspar Bucher, Senior Expert on Aeronautical Meteorology Regulation  
Division Safety, Security and Quality

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## Steps taken so far

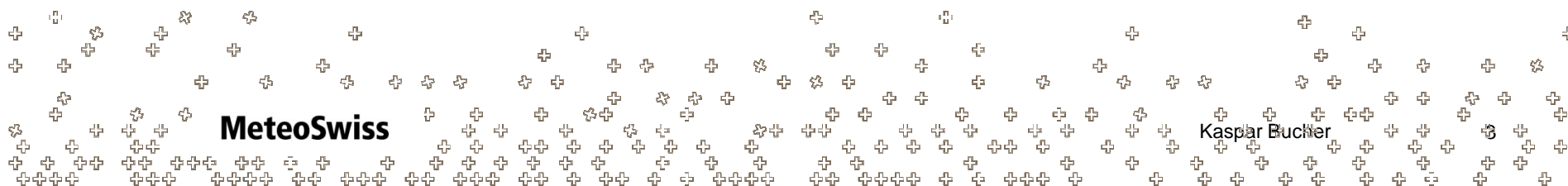
- New regulation was noted and discussed by different bodies on national level.
- At the beginning, the management support was not as expected → work at expert level on common interpretation and gap analysis was needed to get attention.
- Text of part-MET transferred into table, to be able to add comments on Status Quo, interpretation, need for clarification, degree of “freedom” for implementation etc.
- AMCs, GMs and Opinion added to table.
- Early coordination with Skyguide (ANSP) about implementation of part-MET.





# Coordination with ANSP (Skyguide)

- Agreement reached with Skyguide → lead for part-MET lies with MeteoSwiss.
- Coordination via Account- and Product-Management and SPOC → same process as defined for Amdts to ICAO Annex 3.
- Regular information update via existing AIM/MET Regulation Team meetings (FOCA, Skyguide, Airforce, MeteoSwiss).





# Process with national regulator (FOCA)

- Clarification of roles:
  - MET authority vs. competent authority
  - Key is cooperation!
- Focus on **MET.OR**
- Defining “**WHAT**” the MET service provider has to do:
  - Differences filed against ICAO Annex 3 (Gap-Analysis)
  - Defining differences that need to be closed
- Ongoing legal process in Switzerland (revision of law and subordinate regulations) shall define clear and concise performance-related mandate for MET service provider.

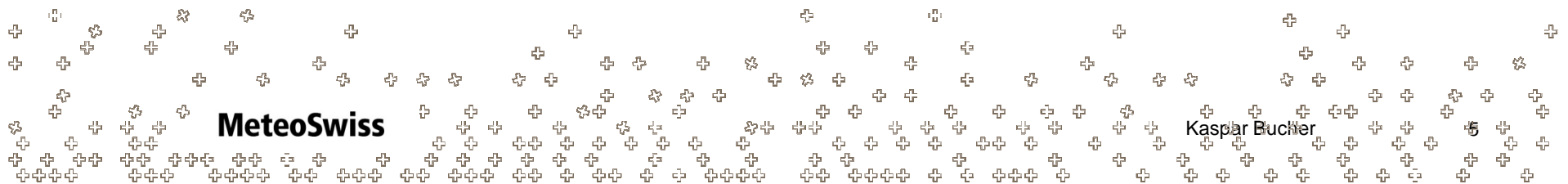
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# International coordination

- MET Alliance established new Expert Team on Aeronautical Meteorology Regulation (ET-AMR)
  - Sharing of information, tools, best practices etc.
  - Coordination and harmonization (as far as possible) of implementation
- Close cooperation between NAMCON regulation experts and MET Alliance ET-AMR.





## Need for action (not conclusive)

- WS@ZRH: no WS Alert to be introduced → SPECIAL criterion instead / need for WS Warning to be defined with stakeholders
- Consolidate and formalize SPECIAL criteria (ZRH and GVA)
- Consolidate and formalize TREND criteria
- Consolidate and formalize AD warnings
- Consolidate and formalize data delivery to TWR
- Reduce CLD reporting to max. MSA
- New SIGMET numbering
- Report SWC discrepancies to WAFC
- No specific take-off forecasts yet

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## Open issues (not conclusive)

- Applicability of MET REPORT/SPECIAL depending on
  - kind of traffic at AD?
  - amount of traffic at AD?
  - certification of AD?
  - being mentioned in ICAO eANP?
- Issuing 24/30h TAF every 3h?
  - Discussion during ICAO METG/27 → up to state to decide
  - In (EU) 2017/373 “every 6h” is a “should” on AMC level → AltMOC needed?

- AltMOC Process not yet clear enough.

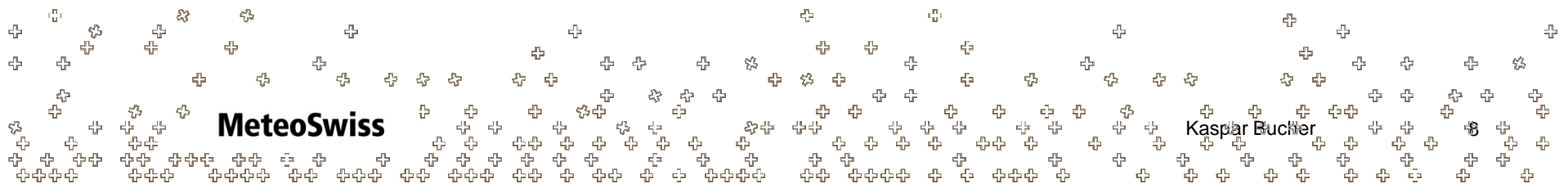
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# Next steps

- Summarize all steps taken so far in compliance-matrix
- Formalize Status Quo with FOCA
- Next focus in part-MET
  - Identifying gaps to **MET.TR**
  - Identify and agree upon the degree of freedom on “**HOW**” to do things
  - Formalizing the “HOW” with stakeholders
- Identifying differences and considering impact of rest of (EU) 2017/373  
→ especially the “common requirements”

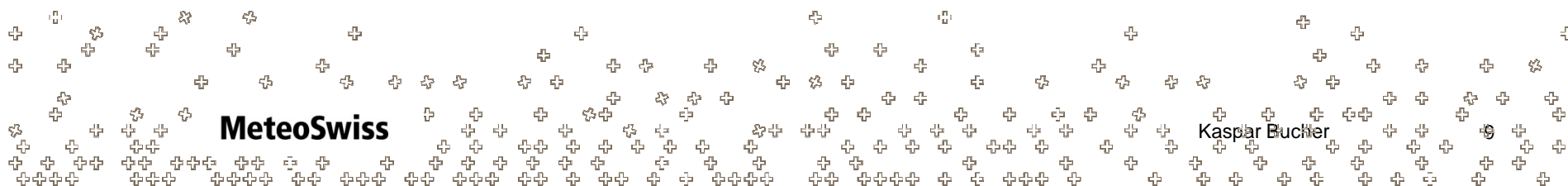






# What we were/are missing

- Early availability of “Easy Access Rule”.
- Early available and continuously updated compliance matrix to work with.
- More clarification via AMC and GM → will be brought to the attention of rule making group for future updates.
- ...





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